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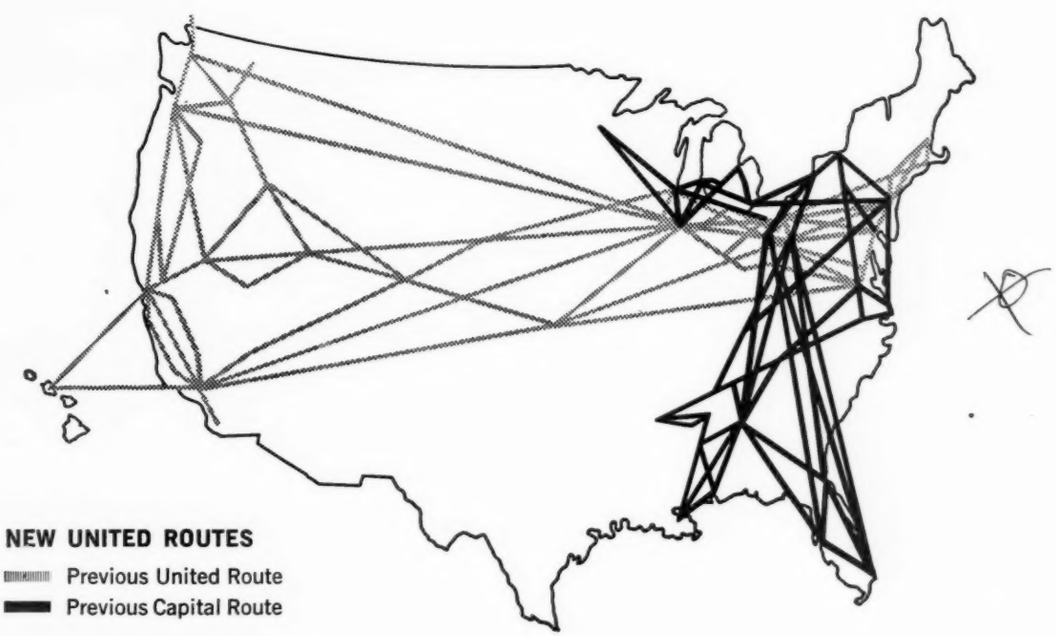

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AIR CARGO

an American Aviation Publication

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AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.

Every other month, in January, March, May, July, September, and November, AIR CARGO is published in two parts. Part II expands the guide features to include domestic and international air freight rates, documentary requirements for international shipments, and other air shipping information subject to infrequent change. Periodically a Part II is issued containing AIRIMP-CARGO.

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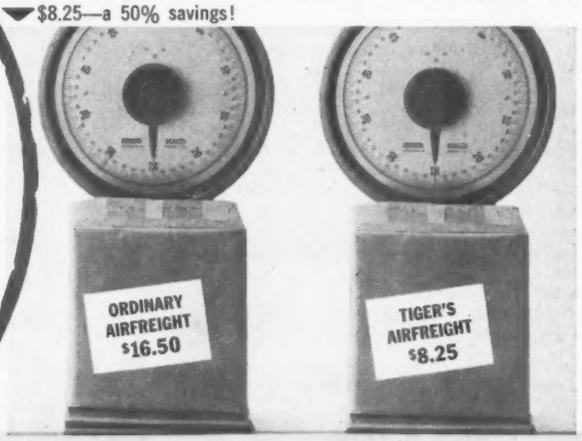

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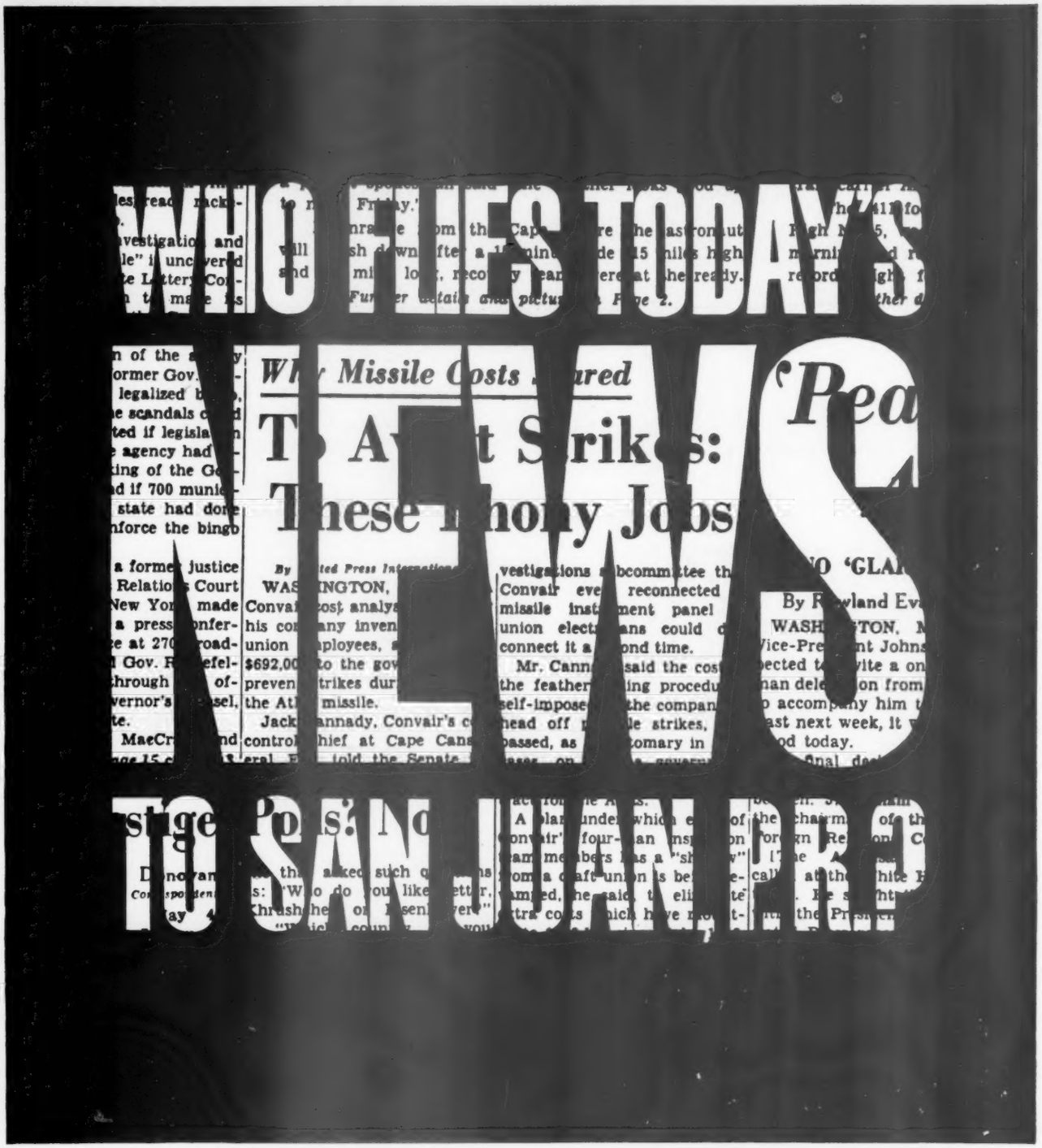

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EDITORIAL

Is Air Freight Reaching Maturity?

THE LONG ARM OF AIR FREIGHT is growing longer and longer. Aircraft are bigger and faster, and they are capable of flying greater distances than ever before. Certainly, these are significant developments which have contributed to the growth of air freight.

Equally as significant is the use of trucking service as though it were not a separate and competitive form of transportation.

Almost every major air freight carrying airline in the United States has had some experience combining truck and air service for the movement of freight. Some of this experience goes back 15 years or more. In 1947, the airlines ground service organization, Air Cargo, Inc., set up a joint air/truck service. This was a full blown experiment with joint tariffs and through paper. It was short lived. There simply was not enough traffic to justify the cost of such an elaborate operation.

Since 1947, there have been numerous air/truck arrangements set up on an individual carrier basis. In some cases, these arrangements included the whole works—joint rates, joint liability, through paper. In other cases, the arrangements were relatively loose agreements. But in almost every case, the truck tie-in was set up to handle a particular kind of traffic.

Now the airlines are going into an industry air/truck service again. This time, it will be a relatively simple arrangement. The principal value to the shipper is that it makes airlines and truckers easier to do business with.

Air Cargo, Inc. is negotiating contracts with truckers in the name of all of the scheduled airlines for a nationwide air/truck service. These contracts are not particularly demanding. The contracts do not limit the number of truckers that may be employed at a given point nor do the contracts commit a given amount of traffic to one party or another.

The principal effect of the contract is to give notice to airlines and customers that there are truckers available who are ready, willing and able to handle air freight traffic well beyond normal pick up and delivery limits.

For a shipper using a hub and spoke distribution pattern, such information solves many problems. Any airport city can be a hub from which radiates trucking services.

It took considerable soul searching by some airlines to support air/truck, as an industry program. Some airlines had what they considered pretty good air/truck arrangements. They had a reluctance to expose their already established service to industry sponsored competition. Other airlines could envision truck service moving in on all short hauls. And there were some airline people who wondered about the advisability of showing truckers where the good air freight customers were.

We think the airlines made a sound move in creating an industry wide air/truck program. If the program works as it is expected to, shippers will benefit, and a new avenue of freight traffic will be opened for airlines and truckers to explore.

Whether the program works or not, the willingness of the reluctant airlines to cooperate is a healthy sign. Too often in the past sound industry plans for traffic generation have foundered because one airline or another was afraid that cooperation meant exposure to traffic snatching.

Service, not secrecy, is the defense against traffic snatching. A dissatisfied shipper cannot be hidden. A satisfied one does not need to be.

If the air/truck program means that the airlines are learning this lesson (as they did in the passenger business), then air freight is maturing. With maturity will come the traffic so long sought and so badly needed.

Wallace I. Longstreth

TRENDS

A big drive for air cargo traffic is underway at Allegheny Airlines. The Washington-based local service airline has reduced general commodity rates and has instituted a large scale program of joint air freight rates with connecting trunk airlines. The new general commodity rates provide a reduction of 10% for shipments of 500 to 1000 pounds. Above 1000 pounds, the reduction is 20%.

An origin and destination survey for air freight is in the cards at the Civil Aeronautics Board. Alan Boyd, CAB Chairman, told a House Committee that CAB wants the O&D survey to provide "necessary basic data for planning the regulatory program in respect to the development of air cargo over the next several years." Boyd told the Congressmen that the data available is wholly inadequate for an effective analysis of the air cargo market. The collection of more adequate information on this market is particularly timely in relation to the program now underway for the development of more efficient cargo aircraft, he concluded.

A new kind of priority mail is being considered by the Post Office Department. The new mail class would include air mail and any other mail for which speed is critical irrespective of the type of basic transportation to be employed. A postal official said that air transportation would be used whenever faster than other modes of transport.

However, the idea is still in the formative stage. Rates have to be developed, and the whole proposal cleared through appropriate Congressional Committees.

Support for the industry air/truck program is growing rapidly as Air Cargo, Inc. signs truckers to contracts. Dissident voices are being stilled by the argument that traffic generated by air/truck will more than offset any traffic lost because ambitious truckers were calling on airline accounts.

North Atlantic air freight rates are still a problem despite the agreement reached in Montreal by the International Air Transport Association. International air freight forwarders are a long way from satisfied with the rates proposed for September 1. If forwarders can find the aircraft, they will step up their charter activities. Recently some of the forwarders have had difficulty finding aircraft available for charter work.

Next purchaser of Canadair's CL-44 could be Alaska Airlines. The Alaskan carrier is negotiating to buy two of the turboprop, swingtail air freighters.

A close look at restricted articles moving by air is promised by a new group formed by the Air Traffic Conference. The big question to be answered by the group: Are Interstate Commerce Commission regulations for the carriage of so-called hazardous items in rail express a proper standard for carrying these items by air? The new group will lean heavily on the expertise of the Restricted Articles Tariff consultant, the tariff agent, the Air Transport Association's engineering staff, and the Cargo Forms and Procedures Committee. Ray Brady of United Air Lines will be chairman of the new group.

NEWS

IATA Reaches Agreement To Lower N. Atlantic Rates

Transatlantic rates have been scaled downward with the largest cuts in the higher general commodity weight brackets, and a reduction in the number of specific commodity rates from 75 to 36. The new rate agreement, stemming from the efforts of a special International Air Transport Association conference in Montreal, heads off the threat of an open rate situation which has been hanging over the North Atlantic carriers.

Under terms of the pact, present transatlantic cargo rates will continue in effect until August 31. The new rates bow in on September 1 and will extend through March 31, 1963, subject to approval by the governments involved.

At the heart of the agreement is the acceptance by all carriers of the principle of progressive reductions in general cargo rates at an increased number of weight breaks.

Here is the way the new and old rates stack up on the New York-London route:

New York-London

	September 1	Present
Under 100 pounds	$1.00	$1.27
100-220	.69	.96
220-550	.50	.96
550-1100	.41	.96
1100-2200	.36	.83
2200-16,500	.33	.83
16,500 over	.31	.83

Added to these rates is a special eastbound directional tariff which calls for 31¢ a pound on consignments over 16,500 pounds.

In addition to cutting the number of specific commodity rates from 75 to 36, the specific rate descriptions have been redrafted and tightened. Rates on the specific commodities will range from 37¢ to 50¢ per pound with special rates as low as 27¢. This would compare with present rates which generally range 50¢-55¢ per pound with some lower rates. Minimum charges across the North Atlantic will be raised from $8 per shipment to $11 between principal gateways and to $12 for internal points.

The airlines greeted the new rate agreement enthusiastically.

Pan American World Airways expressed gratification with the rate breaks and predicted that 75% of transatlantic air cargo would move under them.

British Overseas Airways Corp. predicted that the new rates would encourage high volume shipments and highlight a new era for consolidators.

R. H. Trench Thompson, BOAC manager in the U.S., said: "The new general rates plus special rates on selected commodities will enable exporters to reassess their European markets to advantage. All the industry can benefit from the new rates."

The U.S. air freight forwarding community was not as enthusiastic. Louis P. Haffer, executive v.p. and counsel of the Air Freight Forwarders Association, labelled the new agreement "only a short move in the right direction." Speaking for the 22 forwarder members of his Association, Haffer pointed out that the new agreement did not come close to meeting the criteria laid down by the Civil Aeronautics Board in its policy statement to both U.S. flag carriers and forwarders.

Said Haffer: "We welcome the top weight break of 16,500 pounds eastbound, but the absence of intermediate breaks will prevent the development of traffic in the intermediate ranges. In addition, the Association views with considerable concern the retention of a large number of specific commodities broadly defined which at this time appears to represent little if any improvement over the existing structure, under which the general commodity rate structure is basically window dressing."

In a separate statement, Alvin B. Beck, president of Air Express International Corp., expressed his dissatisfaction with the new agreement. "The new rates," said Beck, "are far from perfect and contain a number of glaring defects which will prevent the direct and indirect air carriers, cargo agents, and shippers from entering into the hoped-for breakthrough period."

FTL Unveils CL-44 Plans

Initial plans for the CL-44 freighter have been revealed by The Flying Tiger Line.

Robert W. Prescott, Flying Tiger president, said the carrier plans to use the first three aircraft in bidding on Military Air Transport Service contracts and await delivery of additional aircraft before introducing the new equipment in common carriage air freight service. This probably will be about Oct. 1.

Prescott explained that the Tiger Line's air freight program calls for the scheduling of six aircraft and it would be uneconomical to attempt to start with a mixed fleet, part turboprop CL-44s and part piston Lockheed 1049H Super Constellations. Moreover, under MATS policy the CL-44 becomes first choice equipment in the awarding of military contracts. All MATS invitations to bid today carry a notation that preference may be given to turbine cargo or convertible aircraft. Another factor involves a Rolls-Royce engineering change in the Tyne engines for the CL-44s to improve their vibration characteristics. This is slated to be ready in August.

The first three Tiger CL-44s will be made convertible so they may be used for passenger as well as cargo contract flights. An order has been placed with the Flight Line Corp. for three sets of high density, foldaway-type seats (49 triples and one double in each set) to be built to Tiger specifications.

To prepare for expanded air freight service with the turboprop CL-44s starting next fall, the Tiger Line has leased the former Twentieth Century Aircraft hangar at Lockheed Air Terminal for conversion into an air freight terminal. Previously, the Tiger Line had contemplated moving to Los Angeles International Airport to meet runway requirements of turbine equipment, but increases in gross weight accomplished by Canadair for the CL-44 will enable the Tiger Line to operate at Lockheed Air Terminal, where its general offices and maintenance hangars are located, without loss of payload.

Two Canadair CL-44 turboprop freighters have been leased by The Flying Tiger Line to Overseas National Airways, a supplemental carrier. The lease agreement will be effective July 1, although delivery dates for the aircraft are not firm.

The leased CL-44s will be committed to the Civil Reserve Air Fleet in ONA's name and could be used for military contract operations.

ONA recently disposed of two DC-6A convertible aircraft. One went to AAXICO Airlines and the other to Cunard Eagle Airways.

AEI Charter Operation Termed A Success

Nearly three-quarter million pounds of consolidated international air shipments have moved in cargo aircraft chartered by Air Express International, since the international air freight forwarder began the charter operation in August 1960. AEI emphasized that this figure was "separate and apart from the consolidated and International Air Transport Association-agency freight which moves hourly through all gateways.

In reaching the three-quarter million mark, AEI chartered 28 freighters to move consolidations between New York and such break-bulk centers as Paris, London, Frankfurt, Zurich, Amsterdam and Brussels. Air carriers involved in the charters were Pan American World Airways, KLM Royal Dutch Airlines, Sabena Belgian World Airlines and Swissair.

Alvin B. Beck, AEI's president, revealed that each planeload consolidation consisted of an average of 350 shipments. These charters, Beck said, "are operated on the same expedited basis as all other types of air freight movement. They merely supplement the regularly scheduled movements thanks to our steadily expanding volume of traffic."

The charters show no sign of diminishing. AEI recently established a company record by flying a total of 50,000 pounds of charter freight to Brussels and Paris. Two cargo aircraft were required to accommodate the load which consisted of hundreds of individual shipments ranging in weight from one pound to 25,000 pounds.

Containers For Perishables Designed For CL-44

Refrigerated containers especially designed for the movement of perishables are being developed by Canadair to further widen the capabilities of the CL-44 turboprop freighter.

Each container has its own refrigeration unit and is completely self-contained so that the degree of chilling can be varied to suit the cargo or can be switched off when not needed. Insulating properties ensure that close control is maintained within a narrow range of internal temperatures despite wide variations in external temperatures.

Ten of the containers, which have a load capacity of 7600 pounds each, can be fitted into the CL-44. Each unit has a net volume of 334 cubic feet.

The containers have a pallet base which is enclosed by a rigid dome-shaped cover containing a refrigeration unit.

The pallet is similar to the standard lightweight type developed for the CL-44, but has a thicker base of low-density core sandwich material faced with aluminum alloy sheet. Lipped reinforced plastic edge members have standard pick-ups which fit into the airplane's winching mechanism.

Cartons of perishables loaded onto the pallet are first secured by a webbing throw-over net which connects to the pallet.

The walls of the reinforced plastic cover contain cooling ducts which match similar ducts built into the pallet base.

The containers are vapor-cycle cooled by Freon gas. A fan in the refrigeration unit circulates the cold air through the ducting. The refrigeration unit is bolted to lugs in the roof center of the cover and is electrically powered by the aircraft's electrical system.

New REA Container Service Features Shipper Loading

A container service designed to ease the movement of small shipments between distant terminal points was introduced by REA Express last month.

Involved in the initial service are REA's 80 cubic foot wire mesh containers which are mounted on four casters for easy mobility. The containers are shipper-loaded with abrasives and tape and sealed at Albany and Troy, N.Y. for delivery to Michigan.

The system gives the shipper a single waybill and over night service to Detroit and second morning delivery to Grand Rapids, Mich.

REA notes that a shipper can load the containers to their cubic capacity, with a maximum lading weight of 3000 pounds of any mix of individual packages, covered by REA's filed tariff.

REA described the new service as "an effort to pass on to the shipper some measure of the costs savings that result from this development in REA's small shipment technology."

Shipper benefits cited by REA are: reduced transportation costs; expedited movement of the goods, greater protection in transit; avoidance of split lot deliveries; and elimination of the time and cost of outer packing of the containerized goods.

Univ. of California Plans Shipping Management Course

A one-week short course covering plant layout, materials handling, warehousing and shipping will be presented by the University of California, September 17-22.

The course, which is presented annually by the University's engineering and engineering extension, provides a concentrated lecture, seminar and workshop program. It is especially designed for management and supervisory personnel from all industry and business, military and commercial, who have the responsibility for initiating and directing plant layout, materials handling, warehousing and shipping activities.

Registration is open to men and firms from any area of the U.S., but will be limited to insure full opportunity for individual participation.

Further information may be obtained by writing to Dr. Sam Houston, Department K, University Extension, University of California, Los Angeles 24.

Pacific Air Freight Buys Alaskan Firm

Expanding into the state of Alaska, Pacific Air Freight has purchased Wings and Trucks Transportation Co. of Anchorage. The Seattle-based air freight forwarder said the transaction was designed to give better control on through freight flights from the Eastern seaboard to Anchorage.

Philip R. Gruger, president of Pacific Air Freight, said that Wings and Trucks would continue under the same name and would service Fort Richardson, Elmendorf, and Anchorage.

Slick Pledges $100,000 For Two More CL-44s

Slick Airways has deposited $100,000 with Canadair for the purchase of two additional CL-44 turboprop freighters. A definitive contract was expected no later than June 30.

Slick already has two CL-44s on order, for delivery in September and October. The additional aircraft, priced at $4,190,300 each (Canadian dollars) plus duties, would be ready for delivery in March and May of 1962.

AFFA Membership Jumps To 22

Two new members have been added to the Air Freight Forwarders Association, bringing total membership in the Association to 22. The new members are located in Boston and New York.

The Boston based firm is New England Air Lift, Inc. The firm, which has international air freight forwarding authority, is located at 236 Milk Street, Boston 9, Mass. Organization is headed by Francis Rogers, president.

The New York addition is Add Air Freight, Inc. Head offices are in Jamaica, New York at 165-15 Rockaway Blvd. The firm is headed by

Beverley Freighter Proves Utility With British Air Force

LONDON—A Society of British Aircraft Constructors' report of five years of operation by the Royal Air Force of Blackburn Beverley points up the heavy transport's utility as a freighter. The first Beverley was delivered to the Royal Air Force in March 1956. Today, Beverley squadrons operating from bases in the United Kingdom, the Far East, the Aden peninsula and Kenya have amassed some 75,000 hours' flying, carrying 150,000 tons of freight and many thousands of passengers.

Beverleys have frequently performed tasks that no other British aircraft in service could have undertaken. In fact, "No other aircraft . . ." was coined as a Beverley slogan after these aircraft had carried three City of London state coaches to Finland, a 17-ton drilling engine to the Arabian desert and, in succession, a radar unit measuring 47 ft. x 8 ft. x 7 ft., two Sycamore helicopters and three 9,000 lb. vehicles to Cyprus.

Beverleys were said, on entering service, to have "given an entirely new significance to the term 'air portability.'" The aircraft's freight compartment, which measures 40 ft. x 10 ft. x 10 ft., "literally opens the doors to a vast new range of Service equipment and stores which hitherto could not have been carried by air." This meant that the amount of heavy and bulky stores which needed to be kept at overseas bases could be reduced—stores which were liable to deteriorate and had to be kept under constant guard, and which required periodic modification or maintenance. Now they can be kept in the United Kingdom and flown out, when needed, by Beverley.

Two more freighters are due to join the Beverley in RAF Transport Command—the Armstrong Whitworth 660 and the Short Belfast. The 660 (56 of which are on order for the RAF) is a tactical freighter which can carry a wide range of arms and equipment, including a one-ton truck, 105mm howitzer, Ferret scoutcar and Wombat anti-tank gun. The first 660 will come into service later this year.

The much larger Belfast can carry up to 85,000 lb.—more than the payloads of a Beverley and 660 combined. Such items as three-ton trucks, armored cars, armored personnel carriers and guided weapons can be carried distances of up to 5,000 miles at a speed of about 340 mph. Ten Belfasts are on order for the RAF.

The following statistics show all freight and mail traffic at airports in the United Kingdom and the Channel Islands in 1960

	Freight set down and picked up	Mail set down and picked up
	Short Tons (2000 lbs.)	
U.K. airports, grand total		
1960	**307,685.1**	**22,514.3**
(1959)	**(248,898.9)**	**(19,873.2)**
London Area Airports		
1960	**97,652.0**	**15,303.0**
(1959)	**(78,893.1)**	**(13,291.5)**
London	88,049.6	15,026.8
Blackbushe	126.6	0.1
Gatwick	9,402.2	274.2
Stansted	69.6	1.9
Westland Heliport (London)	4.0	—
Other U.K. Airports		
Aberdeen (Dyce)	353.8	37.9
Belfast (Nutts Corner)	7,435.1	2,027.3
Benbecula	129.1	37.4
Birmingham	2,512.9	3.5
Blackpool (Squires Gate)	840.5	—
Bournemouth (Hurn)	14,919.1	1.3
Bristol (Lulsgate)	967.1	—
Cardiff (Rhoose)	476.4	—
Edinburgh (Turnhouse)	272.0	0.5
Ferryfield	108,350.1	—
Glasgow (Renfrew)	4,389.7	380.6
Inverness (Dalcross)	149.1	141.3
Islay (Port Ellen)	93.0	47.6
Isle of Men (Ronaldsway)	1,894.9	158.2
Kirkwall	255.4	79.7
Lands End (St. Just)	74.9	5.8
Leeds/Bradford (Yeadon)	599.4	12.1
Liverpool (Speke)	3,537.6	804.1
Luton	1,241.3	—
Lympne	—	—
Machrihanish	37.0	4.9
Manchester (Ringway)	13,281.4	3,071.2
Newcastle (Woolsington)	536.5	0.1
Portsmouth	—	—
Prestwick	1,982.0	157.8
Scilly Isles (St. Mary's)	73.4	5.8
Southampton	585.9	17.1
Southend (Rochford)	44,533.0	—
Stornoway	276.5	49.4
Sumburgh	168.3	77.4
Tiree	10.1	3.4
Wick	57.6	86.9
Channel Islands Airports		
1960	**5,697.6**	..
(1959)	**(4,115.7)**	**(..)**
Alderney	56.6	..
Guernsey	1,525.4	..
Jersey	4,115.6	..

NOTES .. = Not available
— = Nil or negligible

Harvey Pittluck, formerly with Allied Air Freight, Inc. Second in command is Eugene Roessner, vice president, previously associated with Barnett International Forwarders. Add has both domestic and international authorization.

Baltimore Analyzes Air Traffic Needs

Results of a comprehensive air transportation survey submitted to over 1000 member business firms of the Baltimore Association of Commerce have been compiled by the Association. The report, which was answered in detail by 381 member companies, is designed to determine the air transportation and shipping requirements of Baltimore businessmen.

Of the firms reporting, 158 represented manufacturing companies, 24 retail, 55 wholesale, and 144 service.

Covering the calendar year 1960, the report includes listings of the location of out of town warehouses and areas of common business interest.

An international section indicates which firms used air cargo to ship overseas in 1960. A total of 69 firms answered, yes that they used air cargo, 208 responded no, and 104 reported no information.

The report is available only to members of the Association.

MTMA Reorganizes Washington Headquarters

Reorganization changes in the Washington, D.C. headquarters of the Military Traffic Management Agency, have been announced by the Agency's executive director, Maj. Gen. I. Sewell Morris.

Under the new set up, the Washington headquarters has four directorates instead of the previous three. Directorates and their commanding officers are: Administration and Services, Roland L. Guyotte, Jr.; Policy and Plans, Col. Richard M. Ludlow (USAF); Freight Traffic, Capt. Harry W. Leiser (USN); and Passenger Traffic, Capt. C. V. Johnson (USN).

AIR CARGO

JULY, 1961 Vol. 5 No. 7

Unimarket, An Interim Report

During the first 15 months of operation, Raytheon's Unimarket System has eliminated warehouses, slashed inventories

By DONALD J. FREDERICK

SUBSTANTIAL SAVINGS and sharply reduced inventories are the dividends deposited by Raytheon's concept of distribution, since its introduction in January, 1960.

The system, considered too revolutionary by some skeptics, has paid off handsomely. In three months, January-April, 1961, Raytheon's distributor products division, which inaugurated the unimarket program, has experienced total cost savings of 17.2% over the same period in 1960. During the 15 months (January 1960-March 1961), the division's inventories were reduced by some 44.1%. And business is better than ever.

Company officials were so pleased with the results that another division of the big electronic components firm—the Semi-Conductor Division—has been added to the Unimarket system. They intimate that this is just the beginning. Several more of the firm's 13 operating divisions may soon be ripe for Unimarket.

Unimarket operates on the theory that the entire nation can be served as one marketing area. The system blends several ingredients including the latest communications techniques, electronic data processing equipment; and air freight to achieve this goal.

Key to the Unimarket concept is the single distribution point, designated Unicenter. Located at Westwood, Mass., Unicenter is not only the division headquarters but is also a central packaging, warehousing and shipping facility for the entire country. Here in the Westwood Unicenter, the whole system is coordinated and new methods of communication and data processing are constantly explored.

It is to Unicenter that the customer's orders go. And it is from Unicenter that Raytheon communicates with the customer and supplies an extensive line of electronic components anywhere in the U.S. Order data is transmitted from district communication centers in a way which provides simultaneous reproduction of data processing cards.

What has evolved is a communication system, integrating with an order processing system and the full utilization of air freight.

The successful development of these systems has resulted in elimination of branch warehouses at Atlanta, Chicago, Los Angeles, Kansas City and Memphis. The only remaining warehouse, in Portland, Ore., is slated to be closed by the end of the year.

NEW DATA-RAY Process feeds distributors' orders into central processing location.

Closing of the warehouses meant savings to Raytheon. Costly inventories were eliminated, state and local taxes diminished, and back order costs all but eliminated; inter warehouse transportation costs disappeared.

As Ralph B. Knapp, Jr., Raytheon's manager of operations pointed out: "Moving a product from one branch warehouse to another is expensive. These charges are often overlooked. Under Unimarket, we move the product once and it is just where it belongs."

Favorable results like this helped swing the Semi-Conductor division into the Unimarket system.

CONVEYOR LINES at Unicenter speed outgoing orders to the shipping area where they are grouped by break bulk point.

Inventories and transmissions of orders for the two divisions were unified and produced cost savings. Internal handling was cut. Product lines are unified and the merchandise from the two divisions is now flown to the same break bulk point. Previously, orders to the Semi-Conductor division were filled on a job order basis and shipped from three separate plant locations. Customers of both divisions have reacted favorably. Some comments: "Excellent service—best of any tube manufacturer"; "Good service, keep it up"; "Best delivery yet"; There was some minority reaction: "Terrible! Amazed you can operate this way"; "Somebody goofed."

Automatic Ordering

The customers place their orders with Raytheon communication centers in Chicago, Los Angeles, Dallas, and Atlanta. Two new centers will be opened in New York and Baltimore this month. At these centers, the order and customer information are fed onto a single tape which relays the information to Unicenter in Westwood, Mass. There the orders are received and filled automatically, even down to the invoicing and shipping papers.

Not content to rest on its laurels, Raytheon hopes to further improve its communication system. Beginning in September, large distributors will be encouraged to use data transmitters which can be placed right in their offices. These transmitters—Data-Ray—will permit the distributor to bypass the communications center and place his order directly with Raytheon.

The Data-Ray unit ties in with a Data-Phone which relays distributor's order over telephone wire direct to Raytheon's Unicenter.

As orders are filled in the warehouse, they are fed by conveyor belt to a shipping area where they are grouped according to break bulk point. Raytheon has 16 break bulk points scattered throughout the U.S.—they are located at Atlanta, Birmingham, Charlotte, Chicago, Dallas, Denver, Detroit, Houston, Kansas City, Los Angeles, Memphis, New Orleans, Pittsburgh, San Francisco and Tampa.

Twice a day, at 11 a.m. and 5 p.m., Raytheon trucks the orders from the Westwood plant to Logan International Airport for air delivery to the break bulk points. Raytheon prefers all-cargo equipment, because as Knapp puts it: "In a freighter, the shipment always goes." Knapp admires the combination jets for their speed, but does not consider them as reliable for freight as an air freighter. He points out that in bad weather a jet may have to add an extra 5,000 pounds of fuel which means that a corresponding amount of cargo has to stay on the ground.

Actually, air transportation is the least of Raytheon's worries. The biggest problem, says Knapp, is getting the ground transportation organized. The firm has been experiencing problems in the Central U.S.—Kansas, Alabama, Tennessee, and Mississippi.

At the break bulk point, Raytheon usually uses parcel post to forward shipments weighing under 50 pounds. Larger shipments are trucked to destination.

What Raytheon would like to see is a low cost nationwide distribution system to handle shipments under 50 pounds. The firm estimates that it could move 60 to 70% of its shipments from break bulk point under such a set up.

Currently Raytheon is very pleased with the service offered by United Parcel Service in the Chicago area.

Manufacturers from all over the U.S. have expressed a wide interest in Unimarket. There has been a constant flow of inquiries to Westwood. However, most firms have adopted a wait and see attitude.

John T. Thompson, manager of Raytheon's Distributor Products Division, is quick to point out that his firm is "not selling air transportation. We are selling," he tells the curious, "a complete system of distribution from the time a customer gets an idea for an order until that order is processed." ■

Air Distribution Nets Art-Craft Dollar

Modern inventory control is tied to air freight, eliminating the guesswork from the business cycle

SCANNING FIELD OFFICE reports in the data processing room, G. R. Helmer, Art-Craft's office mgr., compares notes with Rosalie Rock, a tab operator.

SINCE TURNING to air distribution, savings of over $500,000 annually have been experienced by Art-Craft Optical Co., a large independent manufacturer of frames for eyeglasses in Rochester, N.Y. In addition, the firm's business cycle—production, distribution, warehousing, sale, and reorder—has been slashed from an average of 20 days to 10 days. Gross income has climbed from $2.5 million in 1950 to over $7 million in 1960.

Use of air distribution and establishment of a modern inventory control system began in late 1957. By 1959, an outmoded production cycle had been junked and a new system, complete with automatic data processing machines, was functioning smoothly.

The new system is simplicity itself. Retailers order from the wholesaler, who transmits the order to the Art-Craft branch warehouse in his area. The warehouse in turn places the order with the firm's plant in Rochester.

The outbound distribution system reverses this pattern. From the branch warehouses, the frames are shipped to nearby optical wholesalers who serve the retail market. There are nine Art-Craft branch warehouses.

Six are served by air. They are located at Los Angeles, Kansas City, Dallas, Cincinnati, New York and Atlanta. The exceptions are Boston, Chicago, and Philadelphia.

Reorders Easily Translated

Reorders are handled almost automatically, under the modern inventory control methods introduced by the firm. Reorders from the field are translated into tapes and funneled into data processing machines manufactured by International Business Machines. The machines then spell out the order. This data processing equipment includes an IBM 604 and three IBM 407s.

The system is designed to take into account the cyclical demand pattern of the nation's consumers, which peaks in the spring and fall and dips in the summer and winter. It is based on the

Savings

volume of the previous 12 to 15 weeks sales.

Any deviation from the normal demand pattern is immediately questioned by the machines, and management is provided with an accurate guide with which to plan adjustments in production, distribution, and sales schedules.

For instance, air shipments have been running about 6000-7000 pounds a month. An individual shipment weighs about 150 pounds. Any sharp increase or drop in this volume would immediately come to the attention of management.

A Night and Day Contrast

The efficiency of the automatic data system presents a sharp contrast to the former arrangement.

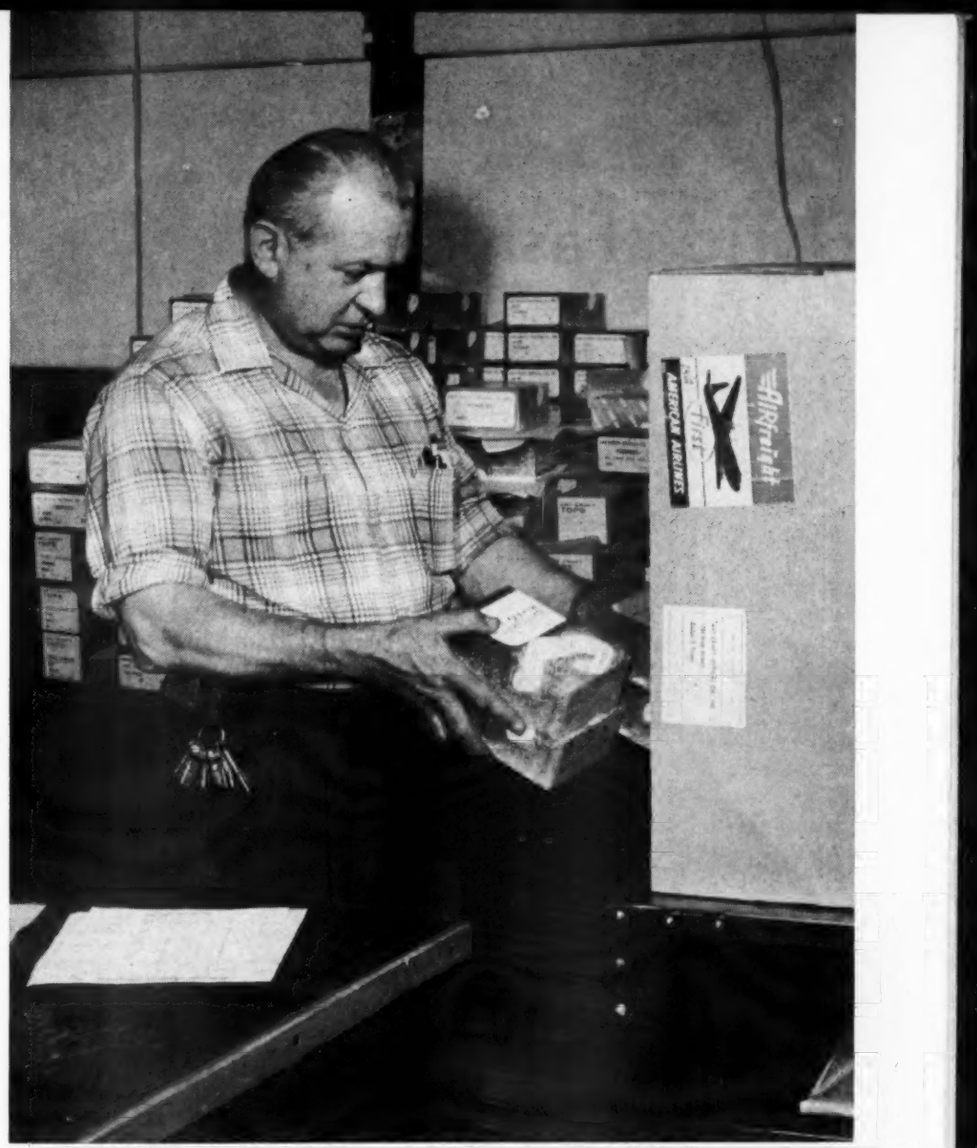
Under the previous set up, the company depended upon branch warehouse managers to do all reordering and to handle all inventory control. Most of this work was done manually.

The orders were forwarded to the general office at Rochester. There was no method of controlling extreme fluctuations in demand. It was impossible to obtain advance estimates of demand. Matters were further complicated because most of Art-Craft's orders come in ones and twos' rather than by the dozen or by the gross.

The problem became acute in the late 1940's. In an effort to head off what was becoming an impossible situation, the firm set up a card index system to maintain control of demand and inventory. This stemmed the tide but failed to solve the complex control problem. As a result, the manufacturing cycle remained dependent on reorders, which had a habit of arriving at unpredictable times.

The situation was further complicated by reorders which called for widely varying amounts of the many product lines manufactured by Art-Craft.

Art-Craft manufactures five basic types of frames in nine shapes—two for men, four for women, and three for children. Trim, engraving, finishing, and various colors are combined to give the company approximately 100 items or products with different style characteristics.



IN THE SHIPPING ROOM, clerk fills an air freight carton with individually wrapped orders for air shipment to optical wholesalers throughout the U.S.

Air distribution and the automatic data control system are credited by company officials with solving the problems connected with the extensive product line. The upshot is a level system of manufacturing and warehousing which has succeeded in smoothing out the previous peaks and valleys in production.

The Benefits Are Apparent

Art-Craft management is also quick to point out other advantages stemming from the new system.

- Better customer service. The branches can now stock items on a percentage basis based on the demand pattern in the area. Customers get instant availability.
- Lower costs. Management is able to coordinate production and distribution on a daily basis with a maximum of efficiency and economy.
- Increased sales. Customers no longer have to wait five or more days for delivery. With the added convenience, sales climbed upward.

Art-Craft's customers were not the only ones impressed with the switch to air distribution. Suppliers now move their products to Art-Craft by air. This has allowed Art-Craft to cut expensive inventories, formerly required at the Rochester plant.

There are indications that air distribution will be expanded even further at Art-Craft. Recently, in introducing a new item, the firm was faced with the problem of getting sample cases to points scattered throughout the U.S. The answer was simple—air freight the shipments. As George R. Helmer, Art-Craft's office manager told AIR CARGO, the decision was not unusual, "our firm has simply become conscious of the fact that air freight does not cost a fortune."

Florida Fashions Sells Air Freight

Careful development of a five step hub and spoke distribution system gives the Florida mail order house a selling tool while serving customers.

MARKETING BY AIR is old hat to Malhon C. Albrecht, boss man of distribution for Florida Fashions, Inc., of Orlando, Florida. Albrecht, vice president of operations for the ladies ready-to-wear mail order house, has honed the techniques of air distribution almost to the point of creating a new activity.

Setting up a good air freight distribution system out of Orlando was not easy, when Albrecht did his pioneering work—in the mid-fifties. Orlando did not have a lot of air service in those days. What was available, Albrecht used skillfully. Furthermore, he used air freight as a sales tool.

"For only 10¢ more," his mailing pieces in 1956 read, "we will send your shipment via air freight."

Later, when the volume of business mounted, Florida Fashions did not assess an extra charge for air freight. Air freight, though, is still a potent sales tool.

Today, Albrecht's blurb reads: "Only Florida Fashions flies your order by JET AIR SUPER SERVICE anywhere in the U.S.A. at no extra cost."

Florida Fashions flies literally millions of items to women around the nation. For the most part, the items are inexpensive dresses, skirts, sweaters, and underwear. Most of the items in the Florida Fashions catalog sell for less than $5.00.

To put these things into the hands of its customers, Florida Fashions uses all sorts of transportation. The prime mode is air freight and zone 1 and 2 parcel post. This hub and spoke operation is built around 22 points: Seattle, Los Angeles, San Francisco, Kansas City, Denver, Minneapolis, Chicago, St. Louis, Memphis, New Orleans, Dallas, Houston, Atlanta, Charlotte, Richmond, Va., Louisville, Cleveland, Detroit, Pittsburgh, Philadelphia, New York, and Boston.

Each of these points is a hub, either for further distribution, or for the collection of orders.

At these points, Florida Fashions has an agent, usually a local trucker. The agent receives the air freight shipment, breaks bulk, and delivers the individual orders to the post office for final delivery. Postage is affixed to individual orders in Orlando. Up to this point, Florida Fashions' system is not so unusual.

Albrecht added some refinements. The agent at the hub has a schedule to maintain. Shipments must be turned over to the post office early enough to assure next morning delivery. The Orlando headquarters programs the air freight shipments so that they will arrive at the hub in time to make the mail delivery schedule.

When the agent delivers the packages to the post office, he gets a time-stamped receipt, which he forwards to Orlando. Albrecht does not have to wait for complaints from customers to tell him if his service is breaking down.

In dealing with women customers all over the country, Florida Fashions sometimes finds an order difficult to fill. The lady who ordered a blue dress did not want this shade of blue. She can return it for a shade of blue more to her liking, or get a full refund.

To solve this problem, Florida Fashions uses a local post office box. The agent, each day, gathers together mail for Florida Fashions or returned items and sends them on to Orlando. Returned items go air freight. Mail is put into a small air mail pouch, prominently marked as being destined for Florida fashions in Orlando.

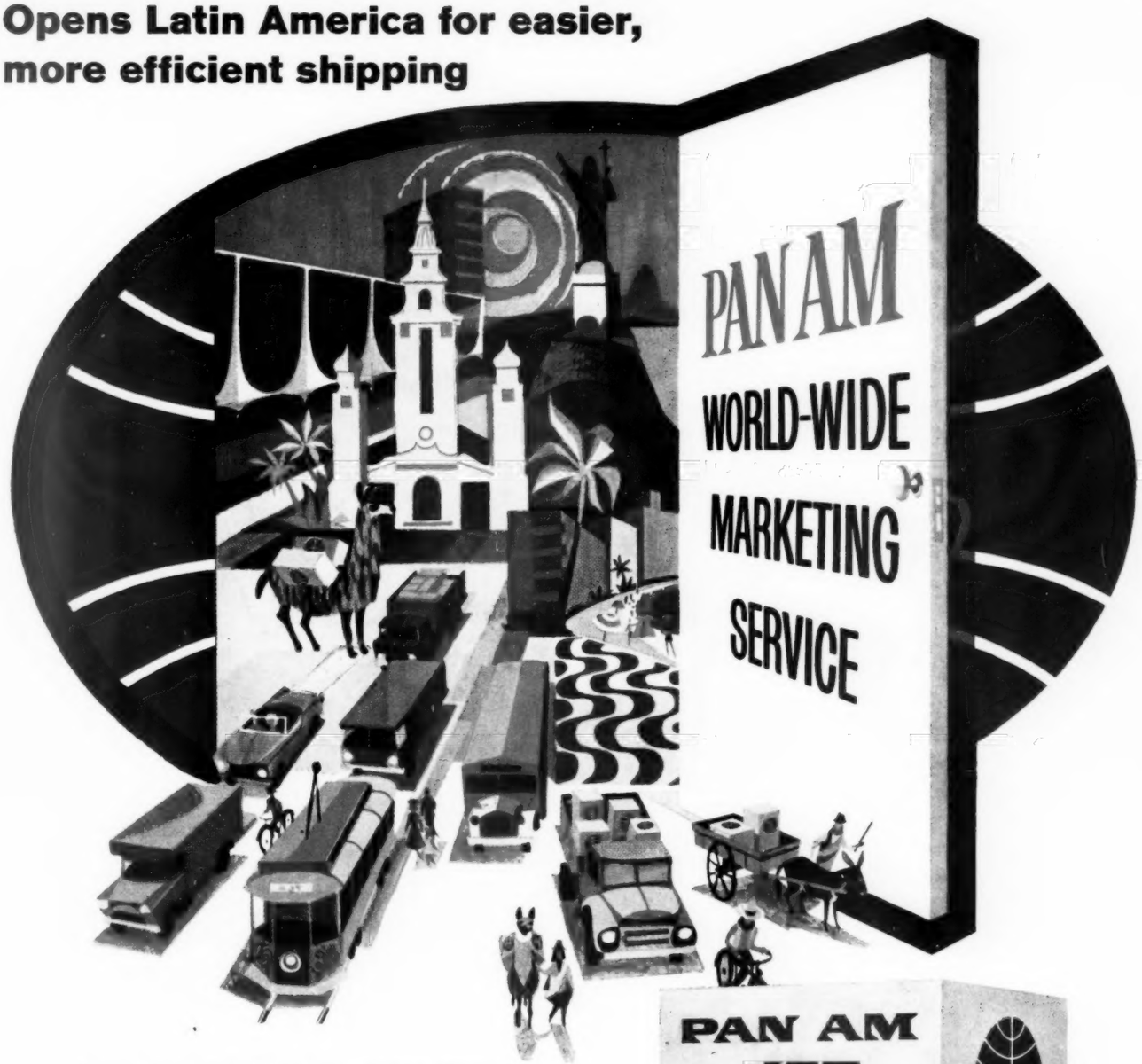
Regular air mail postage is paid on the mail pouch. This refinement very inexpensively speeds up the communications between Florida Fashions and its customers. For 7¢ an ounce, Albrect can move a number of letters or orders to Orlando. If each letter or order had to have an air mail stamp, Florida Fashions' postage costs would go up considerably.

As it is, the Florida firm has a sizeable postage bill. In a year's time, zone 1 and zone 2 postage, purchased in Orlando through appropriate meters, will run from $600,000 to $700,000.

Another refinement is Albrecht's system of unitization. Albrecht uses burlap bags. These, too, are prominently identified as belonging to Florida Fashions.

(Continued on page 36)

Opens Latin America for easier, more efficient shipping



Pan Am clears the way...opens doors for your shipments throughout Latin America, and round the world! And transportation is only a part of the story.

WORLD-WIDE INFORMATION

Current, valuable, authoritative information on the world's 114 major ports in 80 foreign lands!

- *Pan Am gets marketing facts*—plus special needed information.
- *Pan Am can help find markets for products*, also distributors, buyers, bankers overseas.
- *Pan Am advises all the way* on containers, rates, routes, insurance, collections.
- *Pan Am monthly magazine* gives you "inside" information on shipping developments, overseas opportunities.

WORLD-WIDE TRANSPORTATION

More flights direct to more major markets by the world's largest, fastest overseas air cargo fleet!

- *Fastest delivery overseas, from 15 international gateways in U.S.!* Plus faster ground procedures.
- *One source for documentation*, plus world's largest *international* truck-air system, cuts transfers, red tape.
- *More space, more speed!* More all-cargo planes and over-ocean Jets.
- *Rates lower than ever!* In more and more cases, distribution by Pan Am costs less than by surface.

WORLD-WIDE REPRESENTATION

More American and English-speaking personnel to represent you and your shipment overseas!

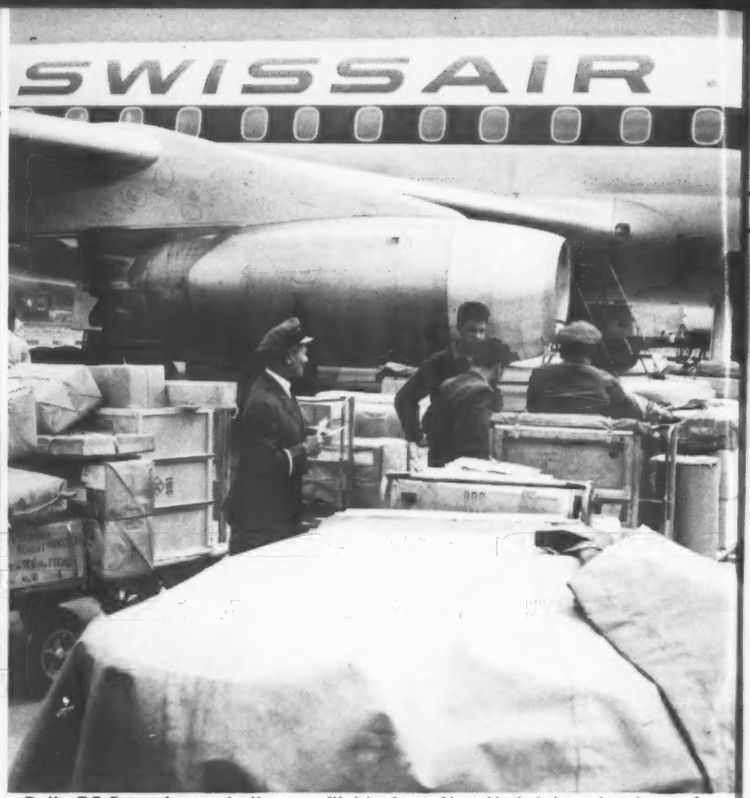
- *You get 114 world-wide offices—at no extra cost!* Your shipment is handled the way *you* want.
- *An American viewpoint on the spot* from American-trained personnel with local market know-how.
- *World-wide contact service!* Pan Am's integrated sales/service organization takes the hitches out of world shipping.
- *World-wide follow-through* makes world's *surest* delivery!

PAN AM PUTS YOU IN BUSINESS ABROAD—WITH ONE PHONE CALL!

Call your cargo agent, freight forwarder or Pan Am office.

*Trade Mark, Reg. U. S. Pat. Off.

515 feet long, this cargo terminal office building at Zurich connects with warehouse, storage and cargo-handling building to the rear.



Daily DC-8 service and all-cargo flights from New York take advantage of the jet age's fastest, most efficient transshipment handling.

Large door, all-cargo aircraft fly to Zurich, too! A key cargo hub, Zurich is served by 27 airlines flying to all parts of the world.

Terminal's facilities range from free trade zone areas to refrigerator rooms, from guarded vaults to high speed conveyors.

Zurich's new all-cargo terminal: 120,000 square feet of facilities designed from the ground up for cargo. Here, transshipping takes minutes, not hours.

Zurich, in the heart of Europe, served by 27 airlines, took a giant step into the jet cargo age late last year with the opening of its new two-building cargo terminal. Key cargo gateway to Southern Europe, Mid-East and Orient, Zurich now offers you the world's most complete, most advanced cargo facilities.

Here you'll find high-speed conveyor systems to rush documents along... cold storage rooms offering a variety of temperatures... animal hostels... 9,000 square feet of free trade zone facilities... radiation storage rooms... guarded vaults. And here, to save valuable time, all forwarders, agents and airline offices are located under one roof, within easy reach of one another.

From New York, daily Swissair DC-8 flights plus all-cargo services connect with Swissair Caravelles and other aircraft flying to 55 cities on five continents. In addition, a full schedule of connecting flights is offered by 26 other airlines flying from Zurich to every part of the world. Swissair will shortly add Convair "Coronado 990" jets to the Near and Far East. Take advantage of Zurich's unique facilities on your next shipment to Switzerland, Southern or Eastern Europe, the Mid-East, Orient or Africa. Just call your IATA cargo agent or any Swissair office.

SWISSAIR
SWISSCARE • WORLDWIDE
10 West 49th Street, New York 20, New York. FAculty 2-8600.

AIR CARGO GUIDE SECTION - JULY, 1961

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

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This directory provides air cargo information for every U. S. and some Canadian cities served by the scheduled airlines. The information is presented under the following headings:

LOCATION. City and State. Also included is the location of military installations and the nearest airline city to the military location.
Every city listed has BOTH AIR FREIGHT and AIR EXPRESS service unless indicated otherwise by , express only, or , freight only.

CODE. The three-letter city code as used by the aviation industry.

CARRIERS. The code of each carrier serving each point is shown. Carrier codes are decoded on page G-48.

TELEPHONE. Provides the air express number and the air freight number for each carrier at each point.

MAXIMUM WEIGHT. The maximum weight per piece each carrier will handle in each city WITHOUT ADVANCE ARRANGEMENT. Heavier pieces can be handled when advance arrangements are made.

AIRCRAFT. The type of aircraft each carrier operates into each point is shown by a chart number. The charts show maximum dimensions of packages which will be accepted WITHOUT ADVANCE ARRANGEMENT.

PICK UP AND DELIVERY. Pick up and delivery rates shown apply to AIR FREIGHT SHIPMENTS ONLY. Air Express service includes pick up and delivery.

SURFACE AND CUSTOMS FACILITIES.
Availability of Rail Express service is indicated by:
R - available at the airport and city
Rc - available at the city only

Availability of motor freight service is indicated by:
T - available at the airport and the city
Tc - available at the city only

Greyhound Bus Company's cargo interchange cities are indicated by G.

Customs facilities are shown as:
A - available at airport only
C - available in city only
AC - available at both airport and city

A three-letter city code indicates nearest Customs Port of Entry.

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ABERDEEN, N.C.	SOP	AIRX	WI 4-1412					
		PI	OX 2-8941	See Pinehurst, N.C.				
ABERDEEN, S.D.	ABR	AIRX	2782					
		NO	BA 5-5463	200	3	No Service		Rc T MSP
ABERDEEN, WASH.	HQM	AIRX	AB -98					
		WC	GE 8-6661	150	3	.55	1.10	Rc T C
ABERDEEN PROVING GROUND, MD.		.....	See Baltimore, Md.					
ABILENE, TEX.	ABI	AIRX	OR 4-4351					
		CO	OR 3-2587	200	9,3	.40	1.00	R T G DAL
ADA, OKLA.	ADH	AIRX	FE 2-5045					
		CN	FE 2-5787	200	3	No Service		Rc Tc DAL
ADAIR A.F.B., ORE.		.....	See Albany, Ore.					
AKRON, OHIO	CAK	AIRX	HE 4-9131					
		AA	TY 6-2315	250	9	.65	1.75	Rc T AC
		EA	TY 6-2344	200	9,19	"	"	" " "
		FT	TY 6-2353	Served through Cleveland, Ohio				
		LC	89-62515	150	3,9	"	"	" " " "
		UA	CA 9-8141	400	6,5,3,4	"	"	" " " "
ALAMAGORDO, N.M.	HMN	AIRX	HE 7-5420					
		CO	HE 7-5710	200	22	.50	1.10	Rc T ELP
ALAMEDA N.A.S., CALIF.		.....	See Oakland, Calif.					
ALAMOSA, COLO.	ALS	AIRX	AL 64					
		FL	JU 9-6311	200	3	No Service		Rc T DEN
ALBANY, GA.	ABY	AIRX	HE 6-2406					
		EA	HE 2-0525	200	9,19	.45	.95	Rc T DHN
		SO	HE 6-2418	100	3	"	"	" " "
ALBANY, N.Y.	ALB	AIRX	HO 3-4131					
		AA	UN 9-5321	500	9,5	.60	1.40	Rc Tc G AC
		EA	UN 9-5361	200	7,19,52	"	"	" " " "
		FT	AL 4-8223	Served through Newark, N. Y.				
		MD	UN 9-5339	200	9,3	.60	1.40	Rc Tc G AC
		TW	UN 9-5379	250	8	"	"	" " " "
ALBANY, ORE.	CVO	WC	PL 3-4232	150	3	No Service		Rc T PDX
ALBUQUERQUE, N.M.	ABQ	AIRX	CH 3-7131					
		CO	CH 2-5219	200	3,22	.55	1.25	R T G ELP
		FL	CH 7-1473	200	3,9	"	"	" " " "
		TW	CH 2-5271	400	8,7,50	"	"	" " " "
ALEXANDRIA, LA.	AEX	AIRX	2-7481					
		DL	4471	300	9	.75	1.50	Rc Tc BTR
		TT	HI 5-6341	150	3,9	"	"	" " "
ALLENTOWN, PA.	ABE	AIRX	HE 4-7156					
		EA	CO 4-2865	200	19,52	.60	1.60	R T G PHL
		TW	CO 4-0597	250	8	"	"	" " " "
		UA	CO 4-0512	200	6	"	"	" " " "
ALLIANCE, NEB.	AIA	AIRX	406					
		FL	421	200	3	No Service		Rc Tc DEN
ALPENA, MICH.	APN	NO	EL 4-3174	200	9	No Service		Rc Tc
ALPINE, TEX.	MRF	AIRX	TE 7-2514					
		TT	.....	...	.....	No Service		.....
ALTOONA, PA.	AOO	AIRX	WI 4-7191					
		AL	OW 5-2044	200	3	.55	1.75	Rc G PIT
ALTUS A.F.B., OKLA.		.....	See Lawton, Okla.					

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
AMARILLO, TEX.	AMA	AIRX	DR 6-6388					
		BN	DR 6-9373	500	9,5,52	.80	1.35	Rc Tc G DAL
		CN	DR 3-5830	200	3	"	"	" " " "
		CO	DR 3-4326	200	22	"	"	" " " "
		TW	DR 2-5517	250	8,7	"	"	" " " "
ANAHEIM, CALIF. (E)	ANA	AIRX	KE 5-6850					
		LX	KE 5-2633	200	20	...	....	Rc LAX
ANCHORAGE, ALAS.	ANC							
		AS	2-0131	1000	3,4,	1.00	2.00	R T AC
		CD	.....	...	3			" " "
		NW	BR 2-6681	2000	15a,53b, 6	1.00	2.00	" " "
		PN	27531	...	16,4,8	"	"	" " "
ANDERSON, S.C.	AND	AIRX	CA 4-1071					
		EA	CA 4-0231	200	19,9	.35	.75	Rc T G ATL
ANN ARBOR, MICH.		AIRX	NO 2-449	See Detroit, Mich.				
ANNETTE ISLAND	KTN	PAA	.....	550	6			
ANNISTON ORDANCE DEPOT, ALA.		.....	See Anniston, Ala.					
ANNISTON, ALA.	ANB	AIRX	AD 7-1756					
		SO	AD 8-1291	100	3	No Service		.....
APPLE VALLEY, CALIF.	APV							
		HL	AV 7-7209	200	54	No Service		T LAX
APPLETON, WISC.	ATW	AIRX	RE 3-1515					
		NO	RE 9-1133	200	3	No Service		.....
ARCATA, CALIF.	ACV	AIRX	HI 3-0115					
		PC	TE 9-1521	200	3,19,54	No Service		.....
ARDMORE, OKLA.	AFD	AIRX	369					
		CN	141	200	3	No Service		Rc Tc DAL
ARLINGTON HALL STATION, VA.		.....	See Washington, D. C.					
ARNOLD A.F.B., TENN.		.....	See Tullahoma, Tenn.					
ASHEVILLE, N.C.	AVL	AIRX	AL 3-4707					
		UA	AL 2-2404	150	3	.60	1.20	R Tc G INT
		DL	AL 2-7601	200	9	"	"	" " " "
		PI	25-2-5061	100	3	"	"	" " " "
ASHLAND, KY.	HTW	AIRX	EA 4-4750					
		AL	325-2683	200	19	.50	1.65	.....
		EA	3-9476	200	19	"	"	.....
		PI	EA 4-8907	100	3	"	"	.....
ASHLAND, WISC.	ASX	AIRX	MU 2-6363					
		NO	MU 2-6653	200	3	No Service		.....
ASTORIA, ORE.	AST	AIRX	PA 5-4841					
		WC	WA 1-2551	150	3	No Service		Rc T C
ATHENS, GA.	AHN	AIRX	LI 6-0351					
		SO	LI 8-1364	100	3	.65	1.35	Rc T ATL
ATLANTA GENERAL DEPOT, GA.		.....	See Atlanta, Ga.					
ATLANTA, GA.	ATL	AIRX	PO 1-7751					
		UA	PO 1-8811	250	3,22	.50	1.60	R T C
		DL	PO 6-5315	6000	9,5,10,8, 19,1a,53a, 55	"	"	" " "
		EA	767-7436	6000	7,23,53b, 10,19,9, 52	"	"	" " "
		NW	PO 7-9756	200	52	"	"	" " "
		RD	PO 6-2711	6000	1,2	"	"	" " G "
		SO	PO 6-5321	200	3	"	"	" " "
		TW	PO 6-9655	250	7	"	"	" " "

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ATLANTIC CITY, N.J.	ACY	AIRX	4-6111					
		AL	MI 1-2458	200	3,19	.80	2.10	R T PHL
		EA	PL 2500	200	19	"	"	" " "
AUBURN, ME.	LEW	AIRX	784-4423					
		NE	783-2031	See Lewiston, Me.				
AUGUSTA, GA.	AGS	AIRX	PA 2-4628					
		DL	PA 2-8814	300	9	.75	1.50	Rc T G ATL
		EA	PA 2-4684	200	19	"	"	" " " "
AUGUSTA, ME.	AUG	AIRX	MA 2-0181					
		NE	MA 2-1351	200	3	.50	1.00	R Tc PWM
AUSTIN, TEX.	AUS	AIRX	GR 8-7339					
		BN	HO 5-5461	200	5,9	.50	1.25	R Tc G SAT
		CO	HO 5-6515	200	3,22	"	"	" " " "
		TT	HO 5-6538	150	3	"	"	" " " "
BAIE COMEAU, P.Q.	YBC							
		QBA	.....	400	3	...	....	.....
BAINBRIDGE NAVAL TRAINING CENTER, MD....		See Baltimore, Md.						
BAKER, ORE.	BKE	AIRX	JA 3-2313					
		WC	JA 3-5744	150	3	No Service		Rc Tc PDX
BAKERSFIELD, CALIF.	BFL	AIRX	FA 4-9661					
		UA	EX 9-2921	300	9	.40	.95	R Tc G LAX
		PC	EX 9-1771	200	3,19,54	"	"	" " " "
BALTIMORE, MD.	BAL	AIRX	SA 7-0600					
		AA	SA 7-3210	6000	9,15,50	.75	1.60	R T G C
		AL	SO 6-1010	200	3,9,19	"	"	" " " "
		DL	SO 6-2100	200	8,55	"	"	" " " "
		EA	SO 6-2244	200	19,10,52,7	"	"	" " " "
		NA	SO 1-0603	200	9,6,5	"	"	" " " "
		NE	SO 1-3000	200	55	"	"	" " " "
		NW	Temp. Suspended					
		PAA	MU 5-1630	1100	50,53	"	"	" " " "
		LC	SO 1-4800	150	3,9	"	"	" " " "
		TW	SO 1-1500	400	7,8,50	"	"	R T G C
		UA	SO 1-0705	400	50c,53 4,22	"	"	" " " "
		RD	WI 5-6020	6000	.....	"	"	.....
BANGOR, ME.	BGR	AIRX	7391					
		NE	7314	200	3,6,22	.50	1.00	R T C
BAR HARBOR, ME.	BHB	AIRX	AT 8-5575					
		NE	NO 7-2573	200	Seasonal	No Service		R C
BARRE, VT.	MPV	AIRX	CA 3-7101					
		NE	CA 3-2395	See Montpelier, Vt.				
BARTLESVILLE, OKLA.	BVO	AIRX	FR 6-4192					
		CO	FE 6-7147	200	3	.55	1.10	Rc Tc MKC
		CN	636	200	3	"	"	" " "
BATON ROUGE, LA.	BTR	AIRX	DI 2-8838					
		DL	EL 5-4491	300	9	.55	1.25	Rc Tc G C
		EA	EL 5-2581	200	9,10	"	"	" " " "
		SO	EL 7-1488	100	3	"	"	" " " "
BATTLE CREEK, MICH.	BTL	AIRX	WO 3-9027					
		NO	WO 3-2611	200	3,9	.50	1.00	R
BAY CITY, MICH.	MBS	AIRX	TW 3-6391					
		NO	OX 5-4091	See Saginaw, Mich.				
BEAUFORT, N.C.	MRH							
		PI	PA 8-4734	Seasonal See Moorehead City, N. C.				
BEATRICE, NEB.	BIE	AIRX	CA 3-4207					
		FL	CA 3-5312	200	3	No Service		CMA
BEAUMONT, TEX.	BPT	AIRX	2-0275					
		DL	TE 5-7541	300	9	.55	1.50	Rc T G C
		EA	TE 5-4573	200	9,10	"	"	" " " "
		TT	TE 5-1425	150	3	"	"	" " " "
BEAVER DEPOT ACTIVITY, ORE.		.....	See Portland, Ore.					
BECKLEY, W.VA.	BKW	AIRX	CL 3-8012					
		PI	CL 2-2314	100	3	No Service		Rc Tc CVG
BEEVILLE, TEX.	NIR	AIRX	FL 8-4137					
		TT	FL 8-4727	150	3	No Service		Rc
BELLE MEAD GENERAL DEPOT, N.J.		.....	See Newark, N. J.					
BELLEFONTE, PA.	PSB	AIRX	EL 5-2030					
		AL	EL 5-4797	200	See Philipsburg, Pa.			
BELLINGHAM, WASH.	BLI	AIRX	RE 3-5430					
		WC	RE 4-4800	150	3	No Service		Rc Tc AC
BELOIT, WISC.	JVL	AIRX	1400					
		NO	EM 5-3473	200	3	No Service		Rc Tc
BEMIDJI, MINN.	BJI	AIRX	EM 5-8949					
		NO	PL 1-5009	200	3	No Service		Rc Tc
BEND, ORE.	RDM	AIRX	EV 2-3071					
		WA	CO 9902	150	3	No Service		Rc Tc PDX
BENICIA ARSENAL, CALIF.		.....	See San Francisco, Calif.					
BENTON A.F.S. Pa.		.....	See Scranton, Pa.					
BENTON HARBOR, MICH.		AIRX	WA 5-1173					
		MO	WA 7-3118	200	3	No Service		Rc Tc
BERLIN, N.H.	BML	AIRX	211					
		NE	MI 2011	200	Seasonal			R LWM
BETHLEHEM, PA.	ABE	AIRX	UN 7-5017	See Allentown, Pa.				
BETHEL, ALAS.		NC	.....	...	.....	.35	.50	.....
BIG SPRING, TEX.	BGS	AIRX	AM 4-8621					
		CO	AM 4-8971	200	3	.40	1.00	Rc Tc G SAT
BIGGS A.F.B., TEX.		.....	See El Paso, Tex.					
BILLINGS, MONT.	BIL	AIRX	4-4116					
		FL	AL 2-3466	200	3	.50	1.25	R T G GTF
		NW	AL 2-7161	200	6,52	"	"	" " " "
		WA	AL 2-5161	200	6	"	"	" " " "
BILOXI, MISS.		AIRX	ID 6-6447					
		SO	UN 4-2323	See Gulfport, Miss.				
BINGHAMTON, N.Y.	BGM	AIRX	RA 2-7266					
		EA	9-1544	200	19	.50	1.00	Rc Tc G SYR
		FL	BI 9-1591	10000	23	"	"	" " " "
		MO	7-1263	200	9,3	"	"	" " " "
		TW	9-1576	250	8	"	"	" " " "
BIRMINGHAM, ALA.	BHM	AIRX	FA 4-7521					
		UA	WO 1-6192	250	3,22	.60	1.20	R T C
		DL	LY 2-9605	400	9,5,7	"	"	" " "
		EA	WO 1-4631	200	19,9 10,52	"	"	" " "
		SO	WO 1-3737	100	3	"	"	" " "
BISMARK, N.D.	BIS	AIRX	CA 3-2272					
		FL	CA 3-3272	200	3	No Service		R T MSP
		NO	CA 3-5640	200	3	"	"	" " "
		NW	CA 3-7400	200	6,52	"	"	" " "
BLACK HILLS ORDANCE DEPOT, S.D.		.....	See Rapid City, S. D.					
BLOOMINGTON, ILL.	BMI	AIRX	4-3039					
		OZ	5-2840	200	3,54	.45	1.25	.....
BLOOMINGTON, IND.	BMG	AIRX	3-738					
		LC	VA 5-2611	150	3	No Service		Rc T
BLUE GRASS ORDANCE DEPOT, KY.		.....	See Lexington, Ky.					
BLUEFIELD, W.VA.	BLF	AIRX	DA 7-9217					
		PI	DA 7-6141	100	3	.50	1.00	Rc G INT
BLYTHE, CALIF.	BLH	AIRX	1811					
		BL	1-1131	200	54	No Service		Rc Tc SAN
BOISE, IDA.	BOI	AIRX	4-3556					
		UA	BO 3-2521	400	5,6,10	.40	1.00	Rc T G GEG
		WC	BO 3-1049	150	3	"	"	" " " "
BORGER, TEX.	BGD	AIRX	BR 3-6311					
		CN	BR 3-2818	200	3	No Service		Rc T DAL
BOSTON, MASS.	BOS	AIRX	LO 7-1977					
		AA	LI 2-5470	6000	9,5,15,10, 52,50	.75	1.50	R T G AC
		AET	HU 2-2025	550	7	...	....	.....
		AL	LO 7-6107	200	9,19	.75	1.50	R T G AC
		AF	CO 7-5350	200	7	"	"	" " " "
		AZ	LI 7-1200	440	15,53c	...	....	" " " "
		BOAC	HA 6-4105	220	11,8	...	....	.....
		EA	LO 7-4466	200	7,10,52, 19,53b	.75	1.50	R T G AC
		FT	LO 7-6161	10000	23	"	"	" " " "
		MD	LO 7-6600	200	9,3	"	"	" " " "
		NA	LO 7-7600	200	5,52	"	"	" " " "
		NE	LO 7-8300	200	3,6,22,55	"	"	" " " "
		PAA	HU 2-1747	5500	10,50,53, 15	"	"	" " " "
		RD	LO 7-1922	6000	1	.75	1.50	" " " "
		TC	LI 2-6070	300	22	"	"	" " " "
		TW	CO 7-7225	400	8,55,50	"	"	" " " "
		UA	LO 7-4500	6000	10,15,6, 53,50c	"	"	" " " "
BOULDER CITY, NEV.	BLD		.....	See Las Vegas, Nev.				
BOWLING GREEN, KY.	BWG	AIRX	VI 3-6711					
		EA	VI 2-1601	200	19,9	.35	.50	R T G BNA
BOZEMAN, MONT.	BZN	AIRX	JU 6-9666					
		NW	JU 6-6026	200	6	No Service		Rc Tc GTF
BRADENTON, FLA.	SRQ	AIRX	BR 3-6601					
		EA	6-6119	See Sarasota, Fla.				
BRADFORD, PA.	BFD	AIRX	4114					
		AL	FO 2-3558	200	3,19	.65	1.90	Rc
BRADY, TEX.	BBD	AIRX	7464					
		TT	2110	200	3	No Service		Rc
BRAINERD, MINN.	BRD	AIRX	829-4422					
		NO	5531	200	3	No Service		Rc Tc
BRANDON, MAN.	YBR	TC	5328	200	3	.50	1.00	Rc Tc C
BRIDGEPORT, CONN.	BDR	AIRX	ED 4-5131					
		AL	DR 8-4407	200	9,19	.60	1.35	R G C
BRISTOL, VA.	TRI	AIRX	NO 9-5721					
		UA	SO 4-6101	150	3	.50	1.10	Rc Tc G INT
		PI	SO 4-2123	100	3	"	"	" " " "
		SO	SO 4-3149	200	3	"	"	" " " "
BREMERTON NAVAL AMMUNITION DEPOT, WASH.		See Seattle, Wash.						
BROOKE ARMY HOSPITAL, TEX.		.....	See San Antonio, Tex.					
BROOKINGS, S.D.	BKX	AIRX	MY 2-2119					
		MO	MY 2-2721	200	3	No Service		R Tc CMA
BROOKLEY A.F.B., ALA.		.....	See Mobile, Ala.					
BROOKS A.F.B., TEX.		.....	See San Antonio, Tex.					

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
BROWNSVILLE, TEX.	BRO	AIRX	LI 2-3553					
		BN	LI 2-7431	200	9	.35	1.10	R T AC
		EA	LI 6-1694	200	9	"	"	" " "
		PAA	2-5360	550	4	"	"	" " "
BROWNWOOD, TEX.	BWD	AIRX	MI 3-4358					
		TT	MI 5-6882	150	3	No Service		Rc DAL
BRUNSWICK N.A.S., ME.		.....	See Portland, Me.					
BRUNSWICK, GA.	SSI	AIRX	AM 5-2752					
		DL	ME 8-2531	200	9	.40	.85	Rc Tc G C
		EA	ME 8-3861	200	19	"	"	" " " "
BRYAN, TEX.	CLL	AIRX	TA 2-2309					
		CO	VI 6-4789	200	3	.55	1.10	Rc Tc G SAT
BUFFALO, N.Y.	BUF	AIRX	FL 9333					
		AA	MF 2-6007	6000	9,5,15,10, 52	.50	1.65	R Tc G AC
		AL	MF 3-4800	200	3	"	"	" " " "
		UA	MF 2-2240	250	22,3	"	"	" " " "
		FT	TR 6-5055	10000	Served through Cleveland, Ohio			
		LC	MF 3-8282	150	3	.50	1.65	R Tc AC
		MO	MF 2-3000	200	9,3	"	"	" " "
BURBANK, CALIF.	BUR	AIRX	TH 6-7197	See Los Angeles, Calif.				
BURLEY, IDA.	BYI	AIRX	OR 8-7182					
		WC	OR 8-7402	150	3	No Service		R T GTF
BURLINGTON ORDNANCE PLANT, N.J.		.....	See Philadelphia, Pa.					
BURLINGTON, IA.	BRL	AIRX	FL 4-6549					
		OZ	FL 2-4262	200	3,54	.50	1.50	R Tc PIA
BURLINGTON, VT.	BTV	AIRX	UN 4-9875					
		EA	UN 2-9611	200	19	.80	1.85	R Tc AC
		NE	UN 4-5745	200	3	"	"	" " "
BURNS, ORE.	BNO	AIRX	3751					
		WC	5101	150	3	No Service		Rc Tc PDX
BUTTE, MONT.	BTM	AIRX	BU 3231					
		NW	2-0409	200	6	.55	1.35	R T G GTF
		WA	6555	200	6	"	"	" " " "
CADILLAC, MICH.	RCT							
		NO	EN 7388	See Reed City, Mich.				
CALGARY, ALTA.	YYC	TC	AM 9-1381	1500	3,7a,13, 22,12	.50	1.00	Rc Tc C
		CP	AM 2-4970	200	9	"	"	" " "
		WA	CR 7-0176	200	6	"	"	" " "
		WC	CR 7-0755	150	54	"	"	" " "
CAMDEN, ARK.	CDN	AIRX	TE 6-3561					
		TT	TE 6-5784	150	3	No Service		Rc
CAMDEN, N.J.	PAL	AIRX	WO 3-0290					
		AL	SA 9-6650	200	See Philadelphia, Pa.			
CAMERON STATION, VA.		.....	See Washington, D. C.					
CAMP DESERT ROCK, NEV.		.....	See Las Vegas, Nev.					
CAMP GARY, TEX.		.....	See Austin, Tex.					
CAMP HALE, COLO.		.....	See Colorado Springs, Colo.					
CAMP HANFORD, WASH.		.....	See Pasco, Wash.					
CAMP HILL, VA.		.....	See Richmond, Va.					
CAMP IRWIN, CALIF.		.....	See Los Angeles, Calif.					
CAMP McCOY, WISC.		.....	See LaCrosse, Wis.					
CAMP WELLFLEET, MASS.		.....	See Provincetown, Mass.					
CAMP WOLTERS, TEX.		.....	See Ft. Worth, Tex.					
CANTON, OHIO	CAK	AIRX	GL 5-0281	See Akron, Ohio				
		LC	HY 9-5154					
CAPE GIRARDEAU, MO.	CGI	AIRX	ED 5-7541					
		OZ	ED 5-6064	200	3,54	No Service		.....
CAPE MAY, N.J. (E)	WWD	AIRX	WX 2-5390					
		AL	WX 9-250	Seasonal				
CARLISLE BARRACKS, PA.		.....	See Harrisburg, Pa.					
CARLSBAD, N.M.	CNM	AIRX	5-3838					
		CO	TU 5-2992	200	3	No Service		Rc Tc ELP
CASPER, WYO.	CPR	AIRX	3-4034					
		FL	23-4-7135	200	3,9	.55	1.35	Rc Tc DEN
		WA	23-5-2721	200	6	"	"	" " "
CASTLEGAR, B.C.	YCG	CP	.....	200	9	...	....	Rc Tc
CEDAR CITY, UTAH	CDC	AIRX	JU 6-6812					
		BL	JU 6-9741	200	54	No Service		Rc Tc LAX
CEDAR RAPIDS, IA.	CID	AIRX	EM 3-2647					
		UA	EM 4-2481	200	6,10	.55	1.10	Rc Tc G CMA
		OZ	EM 2-1103	200	3,54	"	"	" " " "
CHADRON, NEB.	CRD	AIRX	HE 2-2722					
		FL	HE 2-0055	200	3	No Service		Rc Tc DEN
CHAMPAIGN, ILL.	CMI	AIRX	FL 6-9541					
		OZ	FE 6-7271	200	3,54	.65	1.25	T
CHARLESTON, ILL.		AIRX	DI 3-6261					
		OZ	AD 4-7100	See Mattoon, Ill.				
CHARLESTON, S.C.	CHS	AIRX	SH 7-3637					
		DL	SH 4-2567	300	9	.75	1.50	R Tc G C
		EA	SH 4-3311	200	19,10	"	"	" " " "
		NA	SH 4-4256	400	9,6	"	"	" " " "
CHARLESTON TRANSPORTATION DEPOT, S.C.		See Charleston, S. C.						

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
CHARLESTON, W.VA.	CRW	AIRX	DI 6-0351					
		AA	DI 6-6204	500	9	.55	1.45	R T G CVG
		UA	DI 2-8007	250	3,22	"	"	" " " "
		EA	DI 6-0308	200	7,19,9	"	"	" " " "
		PI	DI 6-0691	100	3	"	"	" " " "
		LC	DI 3-9418	150	3	"	"	" " " "
CHARLOTTE, N.C.	CLT	AIRX	EX 2-1438					
		UA	EX 9-0773	150	3,22	.50	1.25	R T G INT
		DL	EX 9-0487	4000	1a,5,10	"	"	" " " "
		EA	EX 9-3311	500	7,19,9, 10,52	"	"	" " " "
		PI	EX 9-3371	100	3	"	"	" " " "
		SO	EX 9-7474	100	3	"	"	" " " "
CHARLOTTETOWN, P.E.I.	YYQ	MAR	7361	500	1,3,4	...	....	R T A
CHARLOTTESVILLE, VA.	CHO	AIRX	2-2439					
		PI	3-5158	100	3	.70	1.40	Rc Tc DCA
CHATTANOOGA, TENN.	CHA	AIRX	AM 6-3214					
		BN	MA 2-3701	200	9	.65	1.30	Rc Tc G C
		UA	MA 9-3103	250	22	"	"	" " " "
		DL	CK 8-7623	400	9	"	"	" " " "
		EA	MA 9-6101	200	19,9,7,52	"	"	" " " "
		SO	CK 8-8519	200	3	"	"	" " " "
CHEROKEE ORDANCE WORKS, PA.		.....	See Williamsport, Pa.					
CHEBOYGAN, MICH.	PLN	AIRX	MA 7-2302					
		NO	MA 7-4572	See Pellston, Mich.				
CHERRY POINT MARINE AIR STATION, N.C.		See New Bern, N. C.						
CHEYENNE, WYO	CYS	AIRX	8-8914					
		FL	63-2-0551	200	3,9	.60	1.25	R Tc G DEN
		WA	63-8-8916	200	6	"	"	" " " "
CHICAGO, ILL. (MIDWAY AIRPORT)	MDW	AIRX	HA 7-9700					
		AA	LU 1-1144	1000	9,5,15, 10,52	1.00	2.00	R T G AC
		AF	ST 1-1250	200	7	"	"	" " " "
		BN	PO 7-5028	2000	1,5,52	"	"	" " " "
		CMA	.....	...	5	...	....	" " " "
		CO	GL 5-6310	200	10,22	1.00	2.00	" " " A
		DL	PO 7-1900	6000	9,5,10, 1a,55	"	"	" " " AC
		EA	LU 1-0780	6000	10,19,9 23	"	"	" " " "
		FT	PO 7-8200	10000	23	"	"	" " " "
		LC	PO 7-7180	150	3,9	"	"	" " " "
		LH	AN 3-6670	...	.....	"	"	" " " "
		NO	LU 5-1020	200	3,9	"	"	" " " "
		NW	PO 7-3830	2000	10,6,32, 15a	"	"	" " " "
		OZ	LU 5-1952	200	3,54	"	"	" " " "
		RD	LU 2-4040	10000	1,2	"	"	" " " "
		TC	RA 6-3644	500	22	"	"	" " " "
		TW	DE 2-7666	250	8,7	"	"	" " " "
		UA	PO 7-5100	6000	5,19,10,6 3,4,22	"	"	" " " "
(O'HARE FIELD)	ORD	AIRX	GL 5-4340					
		AA	GL 5-4636	6000	5,9,15,50, 50c,52	1.00	2.00	Rc T G C
		BA	DE 2-7744	1100	10	"	"	" " " "
		BN	GL 5-4310	500	50	"	"	" " " "
		CO	NA 5-5445	500	50	"	"	" " " "
		DL	NA 5-6602	300	9,53	"	"	" " " "
		EA	RE 5-2211	200	10,52,53a,9	"	"	" " " "
		NO	LU 5-1020	200	3	"	"	" " " "
		NW	GL 5-8650	300	6,10,52, 53b,50c	"	"	" " " "
		PAA	DE 2-4924	5500	50,53,15	"	"	" " " "
		TW	DE 2-7666	7500	8,50, 55,23	1.00	2.00	" " " "
		UA	PO 7-5100	400	5,10,6,53, 50c,3,4,22	"	"	" " " "
CHICO, CALIF.	CIC	AIRX	FI 2-0820					
		PC	FI 2-3007	200	3,54	No Service		Rc Tc SFO
CHISHOLM, MINN.	HIB	AIRX	GL 4-2231					
		NO	AM 3-7847	See Hibbing, Minn.				
CHULA VISTA N.A.S., CALIF.		.....	See San Diego, Calif.					
CINCINNATI, OHIO	CVG	AIRX	DI 1-8700					
		AA	DI 1-5600	6000	9,5,10,15, 52,50c	.65	1.60	Rc Tc G C
		DL	DI 1-5884	400	9,1a,5,10, 19,55	"	"	" " " "
		EA	DI 1-4300	200	10	"	"	" " " "
		LC	DI 1-6808	150	3,9	"	"	" " " "
		PI	GA 1-1315	100	3	"	"	" " " "
		TW	DI 1-8974	250	8	"	"	" " " "
CLARKSBURG, W.VA.	CKB	AIRX	VI 2-3275					
		LC	VI 3-3531	150	3	.75	1.50	Rc Tc PIT
CLARKSTON, WASH.	LWS	AIRX	SH 3-3061					
		WC	SH 3-1545	See Lewiston, Ida.				
CLARKSVILLE, TENN.	CKV	AIRX	MI 7-3921					
		OZ	ID 9-5188	200	3,54	No Service		.....
		SO	431-4976	100	3	No Service		BNA
CLEARFIELD, PA.	PSB	AIRX	PA 5-9351					
		AL	DI 2-1670	See Philipsburg, Pa.				
CLEARWATER, FLA.	PIE	AIRX	GL 3-1389	See St. Petersburg, Fla.				

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
CLEVELAND, OHIO	CLE	AIRX	OR 1-1947					
		AA	OR 1-5421	6000	9,5,10, 50c,15	.85	1.95	R T G AC
		AL	CL 2-0216	200	3,19	"	"	" " " "
		EA	CL 1-8870	200	9,7,19, 10	"	"	" " " "
		FT	WI 1-5777	10000	23	"	"	" " " "
		LC	CL 2-5050	150	3	"	"	" " " "
		NW	WI 1-2442	200	6,52	"	"	" " " "
		RD	CL 2-4270	6000	1	"	"	" " " "
		TC	SU 1-5595	400	22	"	"	" " " "
		TW	WI 1-9700	250	8	"	"	" " " "
		UA	CL 1-5200	6000	5,15,6,10, 50c,4,8,22	"	"	" " " "
		NO	TO 2-0216	200	9	"	"	" " " "
CLINTON, IOWA	CWI	AIRX	CH 2-6532					
		OZ	CH 3-2122	200	3,54	No Service		Rc
CLINTONVILLE, WISC.	CLI	AIRX	3-3623					
		NO	VA 3-3133	200	3	No Service		Rc Tc
CLOVIS, N.M.	CVS	AIRX	PO 3-7011					
		CO	PO 3-6212	200	22	.40	.85	Rc Tc ELP
CODY, WYO	COD	AIRX	1186					
		FL	38-7-4644	200	3	No Service		OTF
COEUR D'ALENE, IDA.	COE	AIRX	MO 4-2427					
		WC	MO 4-5313	150	3	No Service		Rc Tc GEG
COLLEGE STATION, TEX.	CLL	AIRX	TA 2-2309					
		CO	VI 6-4789	See Bryan, Texas				
COLORADO SPRINGS, COLO.	COS	AIRX	ME 5-2508					
		BN	ME 4-6321	200	9,5	No Service		R Tc G DEN
		CN	ME 5-1586	200	3	"	"	" " " "
		CO	ME 3-4688	200	3,22,10	"	"	" " " "
COLUMBIA, MO.	CBI	AIRX	GI 5-5457					
		OZ	GI 3-4173	200	3,54	No Service		A
COLUMBIA, S.C.	CAE	AIRX	AL 2-8682					
		DL	4-3186	400	9	.60	1.20	Rc Tc G ATL
		EA	6-1603	200	19	"	"	R " " "
COLUMBUS, GA.	CSG	AIRX	FA 2-5538					
		DL	FA 7-7458	400	9,3	.50	1.00	Rc T G ATL
		EA	FA 7-2625	200	19,9	"	"	" " "
		SO	FA 4-2493	200	3	"	"	" " " "
COLUMBUS, MISS.	UBS	AIRX	FA 8-3241					
		SO	FA 8-4900	100	3	No Service		
COLUMBUS, OHIO	CMH	AIRX	CA 4-9211					
		AA	HE 1-8277	600	9,5	.70	1.75	R Tc G C
		DL	HE 7-2571	300	5	"	"	" " " "
		EA	HE 1-4529	200	7,8,10,19	"	"	" " " "
		LC	HE 5-1195	150	3,9	"	"	" " " "
		PI	HE 7-2585	100	3	"	"	" " " "
		TW	CA 1-7866	250	8,7	"	"	" " " "
		UA	HE 7-3711	200	6,10	"	"	" " " "
CONCORD, N.H.	CON	AIRX	CA 5-5509					
		NE	CA 5-9531	200	3	No Service		R T PWM
COOS BAY, ORE.	OTH	AIRX	CO 7-6218					
		WC	SK 9-1011	See North Bend, Ore.				
CORBIN, KY.	LOZ	AIRX	109					
		PI	VO 4-2250	See London, Ky.				
CORDOVA, ALAS.	CDV	PN	15	...	4,8	1.50	1.50	
CORINTH, MISS.	CRH							
		SO	286-8417	100	3	No Service		MEM
CORNING, N.Y.	ELM	AIRX	2-0766	See Elmira, N.Y.				
CORONA, CALIF. (R)	CNF	LX	OV 4-4943	200	20	...	....	
CORPUS CHRISTI, TEX.	CRP	AIRX	TU 2-7421					
		BN	TU 3-8431	500	9	.50	1.00	R T G C
		EA	TU 4-0331	200	9	"	"	" " " "
		TT	TU 2-7458	150	3	"	"	" " " "
CORTEZ, COLO.	CEZ							
		FL	LO 5-3423	200	3	No Service		Rc DEN
CORVALIS, ORE.	CVO	AIRX	PL 3-8611					
		WC	PL 3-4232	See Albany, Ore.				
CRANBROOK, B.C.	YXC	CP	JU 6-4844	200	9	.25	.60	Rc Tc C
CRESCENT CITY, CALIF.	CEC	AIRX	3581					
		PC	IN 4-3221	200	3,19,54	No Service		Rc Tc OTH
CRYSTAL SPRINGS A.F.S.,	MISS.	.....	See Jackson, Miss.					
CURLEW A.F.S.,	WASH.	.....	See Spokane, Wash.					
CUT BANK, MONT.	CTB	AIRX	2171					
		WC	WE 8-4163	150	3	.35	.75	Rc Tc A
DALLAS, TEX.	DAL	AIRX	RI 2-5431					
		AA	FL 7-7391	10000	9,5,15,10, 52,50	.55	1.40	R T G C
				6000	via DL interchange			
		BN	FL 1-5522	6000	52,5,9,1, 6,10,50, 15	.55	1.40	" " " "
		CO	FL 2-5601	200	9,3	"	"	" " " "
		CN	FL 2-2609	200	3	"	"	" " " "
		DL	FL 2-2631	6000	1a,5,10, 8,53,22, 55	"	"	" " " "
		TT	FL 1-5334	150	3	"	"	" " " "
		EA		200	52	"	"	" " " "
DANVILLE, Ill.	DNV	AIRX	110					
		LC	HI 6-4727	150	3	.65	1.35	Rc
		OZ	2711	200	3,54	"	"	"
DANVILLE, VA.	DAN	AIRX	SW 2-1811					
		EA	7640	200	19	.55	1.10	Rc Tc G HIC
		PI	SW 2-8571	100	3	"	"	" " " "
DAVENPORT, IA.	MLI	AIRX	3-5133	See Moline, Ill.				
DAWSON CITY, Y.T.	YDA	CP	.....	200	3	.25	.60	Tc C
DAWSON CREEK, B.C.	YDC	CP	55	...	6,9	.25	.60	Rc Tc
DAYTON, OHIO	DAY	AIRX	TW 8-6581					
		AA	TW 8-5511	500	9,5	.60	1.45	Rc T G C
		DL	TW 8-4841	300	10,9	"	"	" " " "
		LC	TW 8-3631	150	3,9	"	"	" " " "
		TW	HE 4053	400	8,7,55	"	"	" " " "
		UA	TW 8-3692	200	10,6	"	"	" " " "
DAYTONA BEACH, FLA.	DAB	AIRX	CL 2-4248					
		EA	CL 3-6341	200	19,9,7,	.70	1.50	R T G JAX
		NA	CL 2-0566	200	9,6	"	"	" " " "
DECATUR, ALA.	DCU	AIRX	EL 3-6913					
		SO	EL 3-2690	100	3	No Service		
DECATUR, ILL.	DEC	AIRX	4-251					
		OZ	3-7741	200	3,54	.45	1.10	
DENISON, TEX.	SWI	...	.....	See Sherman, Tex.				
DENVER, COLO.	DEN	AIRX	TA 5-6219					
		BN	EA 2-7761	500	5,9,52	.65	1.50	R T G C
		CN	DE 3-4228	200	3	"	"	" " " "
		CO	EA 2-7771	200	3,5,10,22, 50	"	"	" " " "
		FL	FL 5-3415	200	3,9	"	"	" " " "
		TW	DU 8-1606	400	8,7,55	"	"	" " " "
		UA	DE 3-7792	6000	15,6,10, 53,50c,5	"	"	" " " "
		WA	EA 2-1833	200	6,50,52	"	"	" " " "
DES MOINES, IA.	DSM	AIRX	AT 2-1864					
		BN	CH 3-0711	500	9,5	.55	1.25	R T G OMA
		OZ	AT 8-3654	200	3,54	"	"	" " " "
		UA	AT 8-6711	200	6,10	"	"	" " " "
DETROIT ARSENAL, MICH.		.....	See Detroit, Mich.					
DETROIT, MICH. (Willow Run)	YIP	AIRX	HU 2-0888					
		EA	LO 3-8400	200	9,7,10,19	.75	1.85	R T AC
		LC	HU 2-8481	150	3,9	"	"	" " "
		MO	HU 3-3410	200	9,3	"	"	" " "
		NO	HU 2-0620	200	3,9	"	"	" " "
		TW	WO 2-7272	400	8,7,50	"	"	" " "
		UA	HU 3-3440	6000	6,10,15, 50c,53,3 4,8,22	"	"	" " "
(Metropolitan)	DTW	AIRX	CR 8-5064					
		AA	HU 2-6890	6000	9,5,15,10, 52,50	.75	1.85	R T G C
		AL	WH 1-2900	200	3,19	"	"	" " " AC
		BOAC	WO 1-8400	2100	50	"	"	.....
		DL	CR 4-1500	400	53,5,9	"	"	R T G C
		FT	LO 2-9520	10000	23	"	"	Rc " " AC
		NW	LO 2-3414	2000	6,10,52, 15a	"	"	R T " AC
		PAA	WO 3-0800	5500	50,53,15	"	"	" " " "
		RD	CR 8-1300	6000	1	"	"	Rc " " "
DEVILS LAKE, N.D.	DVL	AIRX	2-3313					
		NO	MO 2-2721	200	3	No Service		Rc Tc
DICKINSON, N.D.	DIK	AIRX	22-4-3989					
		FL	22-4-5372	200	3	No Service		R Tc GKF
DICKINSON A.F.S., N.D.		.....	See Dickinson, N.D.					
DISNEYLAND, CALIF. (R)	LX	KE 5-2633	200	20	...	....		
DODGE CITY, KAN.	DDC	AIRX	HU 3-4221					
		CO	HU 3-3321	200	3	.6	1.25	Rc Tc G MKC
DONALDSON A.F.B., S.C.		.....	See Greenville, S. C.					
DOTHAN, ALA.	DHN	AIRX	DO 2-8160					
		EA	5-1200	200	19	.55	1.10	R T G PFN
		SO	SY 2-2075	100	3	"	"	" " " "
DOUGLAS, ARIZ.	DUG	AIRX	EM 4-3251					
		AA	EM 4-3437	250	5	.35	.75	Rc Tc G C
DOVER, OHIO	PHD	AIRX	4-2985	See New Philadelphia, Ohio				
		LC	MP 4-2729	150	3	...	....	
DOW A.F.B., ME.		.....	See Bangor, Me.					
DUBOIS, PA.	PSB	AIRX	371-3020					
		AL	DA 8-2600	200	3,19	.90	1.65	Rc PHL
DUBUQUE, IA.	DBQ	AIRX	2-3694					
		OZ	3-9441	200	3,54	.65	1.50	Rc T
DUGWAY PROVING GROUND, UTAH		.....	See Salt Lake City, Utah					
DULUTH, MINN.	DLH	AIRX	RA 2-4423					
		NO	RA 7-8747	200	3,9	.70	1.50	Rc Tc
DUNCAN, OKLA.	DUC	AIRX	707					
		CN	AL 5-5800	200	3	No Service		R Tc DAL

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
DURANGO, COLO.	DRO	AIRX	CH 7-3874					
		FL	CH 7-2395	200	3,9	.70	1.45	Rc Tc DEN
DURHAM, N.C.	RDU	AIRX	6-171					
		EA	3-9241	200	7,9,52	.70	1.45	Rc T G C
		PI	59-6-2181	100	3	"	"	" " " "
DYERSBURG, TENN.	DYR	SO	AT 5-6301	100	3	No Service		MEM
EARLTON, ONT.	YXR	TC	48	200	22	No Service		Rc Tc
EASTON, PA.	ABE	AIRX	BL 8-7128	See Allentown, Pa.				
EAU CLAIRE, WISC.	EAU	AIRX	TE 2-1658					
		NO	TE 4-1244	200	3,9	No Service		.....
EDGEWOOD ARSENAL, MD.		.....	.....	See Baltimore, Md.				
EDINBURG, TEX.	MMK	AIRX	DU 3-2512					
		TT	MU 6-3707	150	3	No Service		Rc
EDMONTON, ALTA.	YXD	TC	28131	1000	13,3,12, 22,7a	.50	1.00	Rc Tc C
		NW	299-7272	200	6,10	"	"	" " "
		WA	29-9-7266	200	6	"	"	" " "
		CP	55-4171	1000	1,3,9	"	"	" " "
EDWARDS A.F.B., CALIF.		.....	.....	See Lancaster, Calif.				
EGLIN A.F.B., FLA.		AIRX	EG 2-3268					
		SO	2-4282	200	3	.80	1.60	.....
EL CENTRO, CALIF.	IPL	AIRX	EL 2-1052					
		BL	EL 2-4218	200	54	.65	1.30	Rc Tc SAN
EL DORADO, ARK.	ELD	AIRX	UN 3-5767					
		TT	UN 3-7273	150	3	.50	1.00	Rc MEM
ELIZABETH CITY, N.C.		AIRX	2-594					
	ECG	PI	6238	100	3	.40	1.00	Rc Tc C
ELKINS, W.VA.	EKN	AIRX	734-R					
		LC	820	150	3	No Service		Rc PIT
ELKO, NEV.	EKO	AIRX	8-5613					
		UA	RE 8-5121	200	9	No Service		Rc T SFO
ELLINGTON A.F.B., TEX.		.....	.....	See Houston, Tex.				
ELMIRA, N.Y.	ELM	AIRX	RE 4-8138					
		UA	RE 9-3686	150	3	.40	1.10	Rc Tc G SYR
		MO	RE 9-3656	200	3	"	"	" " " "
EL PASO, TEX.	ELP	AIRX	PR 2-4491					
		AA	PR 8-3301	600	5,10,52	.50	1.25	R Tc G AC
		CO	PR 8-1951	400	3,5,6,22, 22,10	"	"	" " " "
		TT	3-1233	150	3	"	"	" " " "
ELY, NEV.	ELY	AIRX	AM 4-4478					
		UA	AM 4-4478	200	9	No Service		Rc T SFO
ENID, OKLA.	WDG	AIRX	AD 7-5799					
		CN	AD 4-5474	200	3	No Service		Rc Tc MKC
EPHRATA, WASH.	EPH	AIRX	SK 4-4311					
		WC	SK 4-2522	150	3	No Service		Tc GEG
ERIE ORDANCE DEPOT, OHIO		.....	.....	See Toledo, Ohio				
ERIE, PA.	ERI	AIRX	GL 2-3623					
		AL	TE 3-9864	200	3,19	.40	1.10	Rc T G C
		LC	TE 8-2034	150	3	"	"	" " " "
		MO	TE 3-7754	200	9	"	"	" " " "
ESCANABA, MICH.	ESC	AIRX	397					
		NO	ST 6-1362	200	3	No Service		Rc Tc
ETHAN ALLEN A.F.B., VT.		.....	.....	See Burlington, Vt.				
EUGENE, ORE.	EUG	AIRX	DI 5-8716					
		UA	DI 4-4221	300	9	.45	.95	R T G OTH
		WC	DI 5-8506	150	3	"	"	" " " "
EUREKA, CALIF.	ACV	AIRX	HI 3-0115					
		PC	TE 9-1521	200	3,19,54	No Service		Rc Tc C
EVANSVILLE, IND.	EVV	AIRX	HA 5-7285					
		DL	HA 4-4771	300	9	.55	1.60	R T G C
		EA	HA 2-7880	200	5,19,10	"	"	" " " "
		LC	HA 3-7746	150	3	"	"	" " " "
FAIRBANKS, ALAS.	FAI	AS	4220	1000	3,5	1.00	2.00	.....
		NC	.....	...	.....	"	"	.....
		PAA	3262	1100	6,50,53	"	"	.....
		CP	.....	...	.....	"	"	.....
FAIRMONT, MINN.	FRM	AIRX	402					
		NO	2198	200	3	No Service		MSP
FAIRMONT, W.VA.	CKB	AIRX	196-W-1					
		LC	2246	See Clarksburg, W. Va.				
FALLBROOK NAVAL AMMUNITION DEPOT, CALIF.		See San Diego, Calif.						
FALL RIVER, MASS.	EWB	AIRX	OS 7-9341					
		NE	OS 6-1101	See New Bedford, Mass.				
FALLON NAVAL AUXILIARY A.S.		.....	.....	See				
FARGO, N.D.	FAR	AIRX	AD 5-5503					
		NW	AD 5-4277	200	6	"	"	" " " "
		NO	AD 2-3234	200	3	No Service		R T MSP
FARMINGTON, N.M.	FMN	AIRX	DA 5-2732					
		FL	DA 5-0681	200	3,9	No Service		Rc Tc DEN
FAYETTEVILLE, ARK.	FYN	AIRX	HI 2-2641					
		CN	HI 2-7306	200	3	.45	1.00	T MKC
FAYETTEVILLE, N.C.	FAY	AIRX	HE 2-7171					
		NA	HE 2-8157	200	9	.55	1.00	Rc T G RDU
		PI	HE 2-4171	100	3	"	"	" " " "

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
FINDLAY, OHIO		LC	422-7313	150	3	.80	1.60	.....
FITCHBURG, MASS.	FIT	AIRX	DI 2-4032					
		NE	2-6785	200	3	No Service		R Tc OSH
FLAGSTAFF, ARIZ.	FLG							
		BL	PR 4-7373	200	54	No Service		Rc DUG
		FL	PR 4-6601	200	3	"	"	" "
FLINT, MICH.	FNT	AIRX	CE 2-3167					
		UA	CE 5-4037	250	3,22	.50	1.50	Rc YIP
		NO	CE 8-9667	200	9	"	"	" "
FLORENCE, ALA.	MSL	AIRX	AT 2-3201					
		EA	EV 3-3521	See Sheffield, Ala.				
FLORENCE, S.C.	FLO	AIRX	MO 9-6355					
		EA	MO 2-2582	200	19	.35	.75	Rc T G CHS
FONTANA, CALIF. (R)	FON	AIRX	VA 2-1547					
		LX	.....	200	20	No Service		.....
FORDLAND A.F.S., MO.		.....	.....	See Springfield, Mo.				
FORESTVILLE, P.Q.	YFE	CP	.....	400	1,3,6,9	...	....	.....
FORT BAKER, CALIF.		.....	.....	See San Francisco, Calif.				
FORT BANKS, MASS.		.....	.....	See Boston, Mass.				
FORT BELVOIR, VA.		.....	.....	See Washington, D. C.				
FORT CAMPBELL, TENN.		.....	.....	See Clarksville, Tenn.				
FORT DETRICK, MD.		.....	.....	See Baltimore, Md.				
FORT DEVENS, MASS.		.....	.....	See Worcester, Mass.				
FORT DIX, N.J.		.....	.....	See Philadelphia, Pa.				
FORT DODGE, IA.	FOD	ARIX	5-8611					
		CE	5-0431	200	3,54	No Service		.....
FORT EUSTIS, VA.		.....	.....	See Newport News, Va.				
FORT GOOD HOPE, N.W.T.		CP	.....	200	1,3,6,9	...	....	.....
FORT GORDON, GA.		.....	.....	See Augusta, Ga.				
FORT HANCOCK, N.J.		.....	.....	See Newark, N.J.				
FORT HOOD, TEX.		.....	.....	See Temple, Tex.				
FORT HUACHUCA, ARIZ.		.....	.....	See Douglas, Ariz.				
FORT LAUDERDALE, FLA.		AIRX	JA 2-4701					
	FLL	NE	JA 4-8631	200	6,55	.90	1.80	Rc T AC
		EA	JA 3-8546	200	10	"	"	" " "
		NA	JA 4-2503	200	6	"	"	" " "
		NW	JA 4-2064	200	52	"	"	" " "
FORT LEAVENWORTH, KA.		.....	.....	See Kansas City, Mo.				
FORT LEE, VA.		.....	.....	See Richmond, Va.				
FORT LEONARD WOOD, MO.		.....	.....	See St. Louis, Mo.				
FORT LINCOLN, N.D.		.....	.....	See Bismark, N.D.				
FORT MacARTHUR, CALIF		.....	.....	See Los Angeles, Calif.				
FORT MEADE, MD.		.....	.....	See Baltimore, Md.				
FORT MONMOUTH, N.J.		.....	.....	See Newark, N.J.				
FORT MONROE, VA.		.....	.....	See Newport News, Va.				
FORT MYER, VA.		.....	.....	See Washington, D. C.				
FORT MYERS, FLA.	FMY	AIRX	ED 2-8571					
		NA	WE 6-2103	400	9,52	.50	1.00	Rc Tc TPA
		RD	ED 2-8061	6000	Demand Service			
FORT POLK, LA.		.....	.....	See Alexandria, La.				
FORT NELSON, B.C.	YYE	CP	.....	200	6,9	...	....	Tc C
FORT PIERCE, FLA.	FPR							
		RD	VB 2345	6000	Demand Service			
FORT RILEY, KAN.	MHK	AIRX	2-6159					
		CN	BE 9-2400	See Manhattan, Kan.				
FORT RITCHIE, MD.		.....	.....	See Hagerstown, Md.				
FORT RUCKER, ALA.		.....	.....	See Dothan, Ala.				
FORT SHERIDAN, ILL.		.....	.....	See Chicago (ORD), Ill.				
FORT SILL, OKLA.	LAW	AIRX	6127					
		CN	37-264	See Lawton, Okla.				
FORT SLOCUM, N.Y.		.....	.....	See New York, N.Y.				
FORT SMITH, ARK.	FSM	AIRX	SU 3-4139					
		BN	SU 3-5171	200	9	.40	.85	R T MEM
		CN	SU 2-3004	200	3	"	"	" " "
FORT STEWART, GA.		.....	.....	See Savannah, Ga.				
FORT STOCKTON, TEX.	FST	AIRX	ED 6-4271					
		TT	157	150	3	No Service		Rc ELP
FORT ST. JOHN, B.C.	XJJ	CP	117	500	6,9	...	....	Tc
FORT WAYNE, IND.	FWA	AIRX	AN 3-476					
		DL	HA 3352	200	9	.75	1.50	R Tc G TOL
		TW	HA 2204	250	8	"	"	" " " "
		UA	SH 3133	400	6	"	"	" " " "
FORT WILLIAMS, ONT.	YQT							
		NO	MA 2-4502	200	3	.50	1.00	Rc Tc C
		TC	2-0641	200	22	"	"	" " "

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
FORT WORTH	ACF	AIRX	ED 2-2301					
		AA	AT 4-2551	600	9,5,10,50, 52,53a	.65	1.40	R T G DAL
		BN	AT 4-3261	500	9,5,10	"	"	" " " "
		CO	AT 4-3861	200	3,22	"	"	" " " "
		CN	AT 4-2971	200	3	"	"	" " " "
		DL	AT 4-6611	400	9,5,10, 53a	"	"	" " " "
		TT	AT 4-3465	150	3	"	"	" " " "
		EA	BU 3-4201	200	52	"	"	" " " "
FRANCIS E. WARREN A.F.B., WYO.			.....	See Cheyenne, Wyo.				
FRANKLIN, PA.	FKL	AIRX	ID 2-8116					
		AL	ID 2-2264	200	3	.50	1.50	Rc
FRANKFORT, KY.	FFT	AIRX	CA 7-2410					
		PI	CA 7-9636	100	3	No Service		Rc Tc SDF
FREDERICTON, N.B.	YFC	TC	6613	200	22	.50	1.00	Rc T C
FRESNO, CALIF.	FAT	AIRX	AM 4-2843					
		TW	AD 7-6174	250	8	.60	1.50	R T G SFO
		UA	CL 1-5522	300	9	"	"	" Tc " "
FROBISHER BAY		MAR	.....	500	1,3,4	...	....	.....
FULLERTON, CALIF. (E)	FUL	AIRX	KE 9-6850					
		LX	.....	200	20	...	....	.....
GADSDEN, ALA.	GAD	AIRX	LI 3-2556					
		LI	LI 6-5285	100	3	.70	1.40	.....
GAINESVILLE, FLA.	GNV	AIRX	FR 6-3033					
		EA	FR 2-0481	200	19	No Service		R Tc JAX
GALLUP, N.M.	GUP	AIRX	UN 3-5161					
		FL	UN 3-3312	200	3	No Service		Rc T ELP
GALVESTON, TEX.	GLS	AIRX	SO 3-8891					
		TT	5-5062	150	3	.50	1.00	.....
GAMBELL, ALAS. (E)	GAM	AS	.....	500	3	...	....	.....
GANDER, NFLD.	YQX	KLM (F)	.....	100	.....	...	....	Rc Tc A
		MAR	935	500	3,1,4	...	....	R T A
		SK (F)	.....	...	.....	...	....	Rc Tc A
		SN (F)	.....	...	15	...	....	Rc Tc A
		SR (F)	723	600	6	...	....	" " "
		TC	913	500	13,7a,22	.50	1.00	" " "
		TW	713	250	8,7	No Service		" " "
GARDEN CITY, KAN.	GCK	AIRX	3641					
		CO	BR 6-5132	200	3	No Service		Rc Tc DEN
GLADEWATER, TEX.	GGG	AIRX	2490					
		TT	MI 3-2241	See Longview, Tex.				
GLASGOW, MONT.	GGW	AIRX	AC 8-2912					
		FL	AC 8-2446	200	3	No Service		Rc Tc GTF
GLENDIVE, MONT.	GDV	AIRX	EM 5-2080					
		FL	EM 5-3146	200	3	No Service		R T GTF
GLENS FALLS, N.Y.	GFL	AIRX	FE 5-3376					
		EA	3-2527	200	19	.55	1.35	Rc Tc ALB
		MD	774-4628	200	3	"	"	" " "
GOODFELLOW A.F.B., TEX.			.....	See San Angelo, Tex.				
GOOSE BAY, LAB.	YYR	TC	.....	1000	13	No Service		.....
		MAR	6-2121	...	.....	...	....	.....
GRAND CANYON, ARIZ.	VLE	AIRX	3					
		BL	VA 3	200	Seasonal	No Service		
GRAND FORKS, N.D.	GFK	AIRX	4-7771					
		NW	4-4629	200	6	No Service		Rc T A
		NO	2-1711	200	3	"	"	R " "
GRAND FORKS A.F.B., N.D.			.....	See Grand Forks, N. C.				
GRAND ISLAND, NEB.	GRI	AIRX	DU 2-3216					
		FL	DU 2-2750	200	9	No Service		R Tc DEN
GRAND JUNCTION, COLO.		AIRX	CH 3-2532					
	CJT	FL	CH 2-5879	200	3,9	.80	1.10	Rc DEN
		UA	CH 3-3112	200	5	"	"	" "
GRAND PRAIRIE, ALTA.	YQU	CP	2031	200	9	...	....	Rc Tc
GRAND RAPIDS, MICH.	GRR	AIRX	CH 3-5689					
		UA	CH 3-0108	250	3,22	.55	1.35	R T G MKG
		FT	CH 1-2221	Served through Detroit, Mich.				
		FT				.65	1.25	
		LC	CH 1-4477	150	3	.55	1.35	R T MKG
		NO	GL 2-6985	200	3	"	"	" " "
GRANITE CITY ENGINEER DEPOT, ILL.				See St. Louis, Mo.				
GREAT BEND, KAN.	GBD	AIRX	GL 3-4431					
		CO	GL 3-4776	200	3	No Service		Rc Tc
GREAT FALLS, MONT.	GTF	AIRX	GL 3-5468					
		NW	GL 3-6501	200	52,6	.55	1.00	R T G AC
		FL	GL 3-4844	200	3	"	"	" " " "
		WA	GL 3-4355	200	6	"	"	" " " "
		WC	GL 4-1396	150	3	"	"	" " " "
GREEN BAY, WISC.	GRB	AIRX	HE 2-7795					
		NO	HE 5-5366	200	3,9	.60	1.35	Rc Tc C
GREENSBORO, N.C.	GSO	AIRX	BR 3-1941					
		UA	CY 9-0334	150	3,22	.75	1.50	Rc T G INT
		EA	CY 9-1131	200	19,9,52, 10	"	"	R " " "
		PI	CY 9-2141	100	3	"	"	Rc " " "
GREENVILLE, MISS.	GLH	AIRX	2-8195					
		SO	2-2612	100	3	No Service		Rc
GREENVILLE, S.C.	GRL	AIRX	CE 2-3851					
		DL	CE 2-8213	200	9	.40	.85	R T G ATL
		EA	CE 9-3061	200	19,9,52	"	"	" " " "
		SO	CE 3-0173	100	3	"	"	" " "
GREENWOOD, MISS.	GHW	AIRX	123					
		SO	ED 2-2612	100	3	No Service		R T MEM
GREENWOOD, S.C.	GRD	AIRX	OR 3-3156					
		SO	9-3191	100	3	No Service		.....
GRINDSTONE		MAR	.....	500	1,3,4	...	....	.....
GROSSE ILE, N.A.S., MICH.			.....	See Detroit, Mich.				
GROTON COAST GUARD TRAINING STATION, CONN.				See				
GULFPORT, MISS.	GPT	AIRX	UN 3-3891					
		SO	UN 4-2323	100	3	.55	1.10	Rc Tc C
GUYMON, OKLA.	GUY	AIRX	38					
		CN	672	200	3	.50	1.00	.....
GUNNISON, COLO.	GUC	AIRX	317					
		FL	145	200	3	No Service		R Tc DEN
HAGERSTOWN, MD.	HGR	AIRX	RE 9-6410					
		AL	RE 3-6700	200	3,19	.50	.75	Rc G
HAILEY, IDA.	SUN	AIRX	3932					
		WC	340	150	3	...	....	GEG
HALIFAX, N.S.	YHZ	TC	2-7411	1000	13,22,7	.50	1.00	Rc Tc C
		MAR	6-2306	500	3,1,4	...	....	R T A
HAMILTON, ONT.	YYZ	TC	.....	...	7,12,13, 22,53	1.10	2.00	A
HAMPTON, VA.	PHF		.....	See Newport News, Va.				
HANCOCK, MICH.								
		NO	63	See Houghton, Mich.				
HANNIBAL, MO.	HNN	AIRX	881					
		OZ	TU 5-3211	See Quincy, Ill.				
HARLINGEN, TEX.	HRL	AIRX	GA 3-0038					
		TT	GA 3-4200	150	3	.50	1.00	SAT
HARRISBURG, PA.	HAR	AIRX	CE 8-5244					
		AL	CE 8-9426	200	3,19	.40	1.35	R Tc G BAL
		UA	CE 6-7995	150	3	"	"	" " " "
		TW	CE 4-3136	250	8	"	"	" " " "
HARRISON, ARK.	HRO	AIRX	EM 5-5323					
		CN	EM 5-5475	200	3	No Service		STL
HARRISONBURG, VA.	SHD	AIRX	4-2292					
		PI	WC 2761	100	3	.70	1.40	Rc Tc DCA
HARTFORD, CONN.	BDL	AIRX	CH 9-8683					
		AA	JA 2-6193	3000	9,15,5, 52	.65	1.40	R Tc G C
		AL	JA 2-3084	200	9	"	"	" " " "
		EA	JA 2-1854	200	19,10,7, 52	"	"	" " " "
		FT	JA 2-3145	10000	23	"	"	" " " "
		NE	CH 9-7693	200	3	"	"	" " " "
		TW	NA 3-5581	250	8,7	"	"	" " " "
		UA	CH 9-1311	6000	10,15,6, 50c	"	"	" " " "
HASTINGS, NEB.	HSI	AIRX	2-6011					
		FL	2-2312	200	3	No Service		GMA
HATTIESBURG, MISS.	HBG	AIRX	JU 4-6541					
		SO	JU 2-1643	100	3	.55	1.10	R Tc MSY
HAWTHORNE, NEV.	HTH							
HAY RIVER, N.W.T.	YHY	PN	.....	200	3,4,1	...	....	.....
HAZLETON, PA.	HZL	AIRX	GL 4-0261					
		AL	GL 5-5817	200	3	.50	1.25	.....
HAVRE, MONT.	HVR	AIRX	265-2111					
		FL	265-7911	200	3	.90	1.85	Rc Tc GTF
HELENA, ARK.	HEE							
		TT	5-2577	150	3	No Service		T MEM
HELENA, MONT.	HLN	AIRX	HI 4-3232					
		NW	824-255	200	6	.45	1.10	R T G GTF
		WA	HI 2-8550	200	6	"	"	" " " "
HENDERSONVILLE, N.C.	AVL	AIRX	OK 6916					
		PI	OK 3-5696	See Asheville, N. C.				
HERRIN, ILL.	MWA	AIRX	HE 7501	See Marion, Ill.				
HIBBING, MINN.	HIB	AIRX	AM 2-2521					
		NO	AM 3-7847	200	3	.60	1.45	Rc Tc
HICKORY, N.C.	HKY	AIRX	DI 5-4119					
		PI	DI 5-3285	100	3	No Service		R Tc INT
HIGH POINT, N.C.	GSO	AIRX	2-1915					
		UA	88-26878	See Greensboro, N. C.				
		EA	88-28145	See Greensboro, N. C.				
		PI	88-3-1778	See Greensboro, N. C.				
HOBBS, N.M.	HOB	AIRX	EX 3-5933					
		CO	EX 3-5414	200	3	.60	1.25	Rc ELP
HOLLOMAN A.F.B., N. M.			.....	See Alamogordo, N. M.				
HOMER, ALAS.	HOM	PN	22111	...	3	.75	1.00	.....

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Service and Customs Facilities
HONOLULU, H.	HNL	AIRX	HO 6-6167					
		NW	853-425	300	53b	.65	1.25	Tc AC
		PAA	58-221	5500	10,50,15, 53	...	....	" "
		UA	HO 8-1811	200	53	...	....	" C
		RA	85911	600	11,10	...	....	" C
		JL	HO 8-1811	200	6,10	...	....	" "
HOPKINSVILLE, KY		AIRX	TU 5-5605	See Clarksville, Tenn.				
HOQUIAM, WASH.	HQM	AIRX	LE 2-6600	See Aberdeen, Wash.				
HOT SPRINGS, ARK.	HOT	AIRX	NA 3-1821					
		CN	NA 4-1284	200	3	.55	1.25	R Tc MEM
		DL	NA 3-1671	300	9	"	"	" " "
		TT	NA 3-8501	150	3	"	"	" " "
HOUGHTON, MICH.	CMX	AIRX	602					
		NO	63	200	3	.80	1.60	Rc Tc C
HOULTON, ME.	HUL	AIRX	3566					
		NE	2254	200	3	.35	.75	R Tc C
HOUSTON, TEX.	HOU	AIRX	CL 4-3793					
		AA	MI 9-1457	250	5	.60	1.40	R T G C
		BN	CL 4-2686	300	9,5,52,6, 10,50	"	"	" " " "
		CO	CL 4-8531	400	5,6,3,10, 22	"	"	" " " "
		DL	CL 4-2646	400	9,10,19, 53,55	"	"	" " " "
		EA	CL 4-2661	6000	9,10,52, 23,53b,	"	"	" " " "
		KLM	CA 4-1701	660	53	...	....	" " " "
		NA	CL 4-8564	400	52,10	.60	1.40	" " " "
		PAA	CA 3-4131	5500	2,50,53, 4	"	"	" " " AC
		TT	MI 9-1218	150	3	.60	1.40	" " " C
HUNTER LIGGETT MILITARY RESERVATION, CALIF.			See Monterey, Calif.					
HUNTINGTON, W.VA.	HTW	AIRX	JA 5-5169					
		AL	CL 3-1331	200	3,19	.50	1.60	Rc Tc G CVG
		EA	3-9476	200	19	"	"	" " " "
		PI	CL 3-1356	100	3	"	"	" " " "
HUNTSVILLE, ALA.	HSV	AIRX	JE 4-4533					
		UA	JE 6-5291	150	3,22	.40	1.35	R T BHM
		EA	4680	200	19	"	"	" " "
		SO	JE 6-6383	200	3	"	"	" " "
HURLEY, N.M.	SVC	AIRX	538-9481	See Silver City, N. M.				
HURON, S.D.	HON	AIRX	EL 2-8660					
		NO	EL 2-2910	200	3	No Service		R Tc MSP
		WA	EL 2-8601	200	6	No Service		" " "
HUTCHINSON, KAN.	HUT	AIRX	MO 2-3671					
		CO	MO 2-6601	200	22,3	.60	1.35	Rc Tc G MKC
HYANNIS, MASS.	HYA	AIRX	SP 5-1600					
		NE	SP 5-1800	200	3	No Service		R T EWB
IDAHO FALLS, IDA.	IDA	AIRX	JA 2-5075					
		WC	JA 2-2695	150	3	"	"	" " G "
		WA	JA 2-8161	200	6	"	"	" " "
IMPERIAL, NEB.	IML	AIRX	TU 2-4927					
		FL	TU 2-4780	200	3	...	....	DEN
INDIANAPOLIS, IND.	IND	AIRX	ME 5-1085					
		AA	CH 1-2545	600	9,5,52	.55	1.50	R T G A
		DL	CH 1-3333	400	9,19,5	"	"	" " " "
		EA	CH 4-9521	200	9,19,52, 10	"	"	" " " "
		LC	CH 1-8204	150	3,9	"	"	" " " "
		OZ	ME 8-4909	200	3,54	"	"	" " " "
		RD	CH 1-8288	6000	1,2	"	"	" " " "
		TW	ME 4-3438	4000	8,23,55	"	"	" " " "
INT'L. FALLS, MINN.	INL	AIRX	AT 3-3731					
		NO	AT 3-3871	200	3	No Service		Rc Tc C
INYOKERN, CALIF.	IYK	PC	7-2271	...	3	No Service		.....
IOWA CITY, IOWA	IOW	AIRX	3197					
		OZ	8-3604	200	3,43	.60	1.05	R Tc PIA
IRON MOUNTAIN, MICH.	IMT	AIRX	774-1727					
		NO	774-5050	200	3	No Service		Rc Tc
IRONWOOD, MICH.	IWD	AIRX	24					
		NO	741-W	200	3	No Service		Rc Tc
ISLIP, N.Y.	ISP	AIRX	BR 3-4551					
		AL	RO 9-7771	200	9	.80	1.60	.....
ITHACA, N.Y.	ITH	AIRX	2-2531					
		MD	3351	200	9,3	.50	1.00	Rc Tc u SYR
JACKSON, MICH.	JXN	AIRX	ST 9-7176					
		NO	ST 9-6125	200	3	.50	1.10	Rc Tc
		LC	ST 3-2791	150	3	"	"	" "
JACKSON, MISS.	JAN	AIRX	FL 2-6825					
		DL	20866	400	9,5,8	.55	1.35	R Tc MSY
		SO	FL 2-8899	100	3	"	"	" " "
		TT	FL 4-3591	...	3,19	"	"	" " "
JACKSON, TENN.		AIRX	7-2628					
		SO	2-5416	100	3	No Service		.....
JACKSON, WYO.	JAC	AIRX						
		FL	310	200	3,9	.65	1.25	Rc Tc G CTT
JACKSONVILLE, FLA.	JAX	AIRX	EL 4-0585					
		DL	EL 6-0484	400	5,8	.65	1.25	R T G C
		CA	EL 4-0641			"	"	" " " "
		EA	EL 6-5661	200	9,10,7, 19,52	"	"	" " " "
		NA	EL 3-1586	400	9,5,6,52	"	"	" " " "
		NE	EL 5-6611	200	6	"	"	" " " "
		SO	EL 4-7833	200	3	"	"	" " " "
		ED	.....	6000	Demand Service			
JAMESTOWN, N.Y.	JHW	AIRX	7964					
		AL	JA 4-1118	200	3,19	.55	1.45	Rc BUF
JAMESTOWN, N.D.	JMS	AIRX	CL 2-1760					
		NW	CL 2-3320	200	6	No Service		Rc T MSP
JANESVILLE WISC.	JVL	AIRX	FL 2-1463					
		NO	FL 4-5293	See Beloit, Wisc.		80	1.60	.....
JEFFERSON CITY, MO.	JEF	AIRX	6-8191					
		OZ	6-2350	200	3,54	.55	1.10	Rc
JEFFERSON PROVING GROUND, IND.			.....	See Louisville, Ky.				
JOHNSON CITY, TENN.	TRI	AIRX	WA 8-3251					
		PI	WA 8-3161	See Bristol, Va.				
JOHNSTOWN, PA.	JST	AIRX	7-5309					
		AL	JO 9-1144	200	3,19	.50	1.25	R G
JOLIET ARSENAL, ILL.			.....	See Chicago (MDW), Ill.				
JOPLIN, MO.	JLN	AIRX	MA 3-4437					
		AA	MA 3-7085	250	9	.40	.85	R Tc G MKC
		CN	MA 3-2110	200	3	"	"	" " " "
		OZ	MA 3-1817	200	3,54	"	"	" " " "
JUNEAU, ALAS.	JNU	AC	.....	...	.....	...	....	C
		ELLIS	.....	...	.....	...	....	"
		PN	6-1455	...	4,8,16	1.00	1.00	"
		PAA	6-1400	550	6	...	....	C
JUNCTION CITY, KAN.	MHK	AIRX	CE 8-2611					
		CN	CE 8-4741	See Manhattan, Kan.				
KALAMAZOO, MICH.	AZO	AIRX	FI 5-7163					
		LC	FI 9-2669	150	3	.55	1.10	.....
		NO	FI 9-5237	200	3	"	"	.....
KALISPELL, MONT.	FCA	AIRX	SK 6-5939					
		WC	SK 6-5053	150	3	No Service		Rc Tc CEG
KAMLOOPS, B.C.	LKA	CP	109	200	3	...	....	Rc Tc C
KANAB, UTAH.		HL	MI 4-5001	200	3	...	....	.....
KANSAS CITY, MO.	MKC	AIRX	GR 1-3906					
		BN	GR 1-4740	200	9,1,5,22, 52,50c	.75	1.70	R T G AC
		CO	GR 1-3705	200	3,10,22 50	"	"	" " " "
		CN	BA 1-7613	200	3	"	"	" " " "
		DL	GR 1-7613	300	9	"	"	" " " "
		FL	VI 2-6252	200	3,9	"	"	" " " "
		OZ	GR 1-6515	200	3,54	"	"	" " " "
		TW	GR 1-4400	4000	50,7,23, 55	"	"	" " " "
		UA	GR 1-1133	400	10,50c	"	"	" " " "
KANKAKEE ORDANCE WORKS, ILL.			.....	See Chicago, Ill.				
KEARNEY, NEB.	EAR	AIRX	CE 4-0501					
		FL	CE 6-2921	200	3	No Service		DEN
KEENE, N.H.	KEN	AIRX	EL 2-0603					
		MO	1910	100	3	.65	1.10	Rc Tc BOS
		NE	EL 2-1030	200	3	"	"	" " "
KEESLER A.F.B., MISS.			.....	See Gulfport, Miss.				
KELOWNA, B.C.	YWK	CP	6025	200	3	.25	.85	.....
KENAI, ALAS.	ENA	PN	206	200	3	.75	1.00	.....
KENNEWICK, WASH.	PSC	AIRX	LI 7-4242					
		PC	.....	See Pasco, Wash.				
KERRVILLE, TEX.	KRV	AIRX	CL 7-4536					
		TT	CL 7-4050	150	3	No Service		Rc SAT
KETCHIKAN, ALAS.	KTN							
		PAA	3131	550	6	...	....	A
		PN	3138	...	8,16	...	....	A
KETCHUM, IDA.	SUN	AIRX	3932					
		WC	340	150	See Hailey, Ida.			
KEY WEST, FLA.	EYW	AIRX	CY 6-6651	See				
		NA	CY 6-5510	400	9	.85	1.80	R Tc AC
K.I. SAWYER A.F.B., MICH.			.....	See Marquette, Mich.				
KILGORE, TEX.	GGG	AIRX	2711					
		TT	6331	See Longview				
KIMBERELY, B.C.	YXC	CP	LU 2-3511	200	9	No Service		.....
KING SALMON, ALAS.	AKN	PN	.....	200	3	.60	1.00	.....
KINGMAN, APT.	IGM	AIRX	SK 3-2998					
		HL	SK 3-3630	200	54	.75	1.50	Rc Tc LAX
KINGSBURG ORDANCE PLANT, IND.			.....	See South Bend, Inc.				

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
KINGSPORT, TENN.	TRI	AIRX	CI 5-5731					
		PI	CI 6-4107	See Bristol, Tenn.				
		SO	.....	See Bristol, Tenn.				
KINGSTON, N.C.	ISO	AIRX	3918					
		PI	JA 3-5159	100	3	No Service	Rc Tc	RDU
KITIMAT, B.C.	YKI	CP	220	200	3,9	1.00	1.00	C.
KLAMATH FALLS, ORE.	LMT	AIRX	TU 4-5814					
		WC	TU 2-4626	150	3	.55	1.50	R Tc OTH
KNOXVILLE, TENN.	TYS	AIRX	3-6175					
		AA	7-6264	500	9,5	.60	1.25	Rc Tc G CHA
		UA	557-5521	250	3,22	"	"	" " " "
		DL	7-6661	400	9	"	"	" " " "
		PI	577-2531	100	3	"	"	" " " "
		SO	7-7561	200	3	"	"	" " " "
KODIAK, ALAS.	NHB	PN	4131	...	3	.75	1.00	.....
KOKOMO, IND.	OKK	AIRX	GL 2-5626					
		LC	GL 7-5591	150	3	No Service		Rc
KOTZEBUE, ALAS. (E)	OTZ	AS	.....	500	3	...	....	.....
KACKLAND A.F.B., TEX.			.....	See San Antonio, Tex.				
LACONIA, N.H.	LCI	AIRX	150					
		NE	LA 4-5313	200	3	No Service		Rc LWM
LA CROSSE, WISC.	LSE	AIRX	2-8286					
		NO	4-5680	200	3	No Service		Rc Tc
LAFAYETTE, IND.	LAF	AIRX	SH 2-5068					
		LC	HI 3-1841	150	3,9	...	....	Rc
LAFAYETTE, LA.	LFT	AIRX	CE 5-8649					
		EA	CE 5-8536	200	9	.55	1.10	R G HTR
		TT	CE 4-5252	150	3	"	"	" " "
LAGUNA BEACH, CALIF.	SNA	AIRX	HY 4-2396					
		BA	.....	See Santa Ana, Calif.				
LAKE CHARLES, LA.	LKC	AIRX	HE 9-8876					
		EA	HE 6-3696	200	9	.55	1.35	R T G C
		TT	HE 3-8511	150	3	"	"	" " " "
LAKE CITY A.F.S., TENN.			.....	See Knoxville, Tenn.				
LAKELAND, FLA.	LAL	AIRX	MU 4-1091					
		NA	MU 6-3129	200	3	.75	1.50	Rc Tc G TPA
		RD	MU 3-5875	6000	Demand Service			
LAKEVIEW, ORE.	LKV	AIRX	JU 8-3003					
		WC	WH 7-2211	150	3	.55	1.10	Rc Tc PDX
LAKE PLACID, N.Y.	SLK	AIRX	LP 407					
		EA	SL 2120	200	19	No Service		Rc Tc MAL
LAMAR, COLO.	LAA	AIRX	336-5761					
		CN	167	200	3	...	....	DEN
LANCASTER, CALIF.	WJF	AIRX						
		PC	WH 8-4611	200	19,54	No Service		LAX
LANCASTER, PA.	LNS	AIRX	WH 2-3128					
		AL	LO 9-0461	200	3,19	.55	1.35	Rc G
		EA	LO 9-0446	200	19	"	"	" "
LAND O'LAKES, WISC.	LNL	AIRX	2211					
		NO	331	Seasonal - Served through Rhindelander,				
LANDER, WYO	RIW							
		FL	UL 6-9226	See Riverton, Wyo.				
LANGLEY A.F.B., VA.			.....	See Newport News, Va.				
LANSING, MICH.	LAN	AIRX	IV 2-1109					
		UA	IV 5-2744	250	3,22	.55	1.35	R T G YIP
		NO	IV 4-7467	200	3	"	"	" " " "
LARAMIE, WYO.	LAR	AIRX	FR 5-2696					
		FL	FR 5-5656	200	3,9	No Service		Rc Tc DEN
LAREDO, TEX.	LRD	AIRX	RA 3-3618					
		TT	3-3645	150	3	.40	1.25	R T AC
LAS VEGAS, NEV.	LAS	AIRX	DU 2-2132					
		HL	DU 2-8811	200	54	.75	1.45	Rc Tc G LAX
		DL		250	10			
		PC	DU 2-2622	200	19,54	"	"	" " " "
		TW	DU 2-7306	400	8,7,50, 55	"	"	" " " "
		UA	DU 2-0505	400	10,50c	"	"	" " " "
		WA	DU 2-2100	200	6,52	"	"	" " " "
LAUREL, MISS.	LUL	AIRX	6212					
		SO	426-3440	100	3	.60	1.20	.....
LAURENCE G. HANSCOM FIELD, MASS.				See Lawrence, Mass.				
LAWRENCE, MASS.	LWM	AIRX	4161					
		NE	MU 3-3141	200	3	.35	.75	R Tc LWM
LAWTON, OKLA.	LAW	AIRX	EL 0-154					
		CO	EL 3-4512	200	3	No Service		Rc T DAL
		CN	EL 3-8600	200	3	"	"	" "
LEMMON, S.D.		AIRX	138					
		FL	37-4-3631	200	3	.50	.75	OTF
LEMOORE N.A.S., CALIF.			See Visalia, Calif.					
LETHBRIDGE, ALTA.	YQL	TC	FA 7-2711	300	3	.35	.75	Rc Tc C
LETTERKENNY ORDANCE DEPOT, PA.			.....	See Hagerstown, Md.				
LEWISTON, IDA.	LWS	AIRX	SH 3-3061					
		WC	SH 3-1545	150	3	No Service		R Tc GEG
LEWISTON, ME.	LEW	AIRX	4-4423					
		NE	ST 3-2031	200	3	.50	1.00	Rc Tc PWM
LEWISTON, MONT.	LWT	AIRX	KE 8-3615					
		FL	KE 8-9621	200	3	No Service		Rc Tc OTF
LEXINGTON SIGNAL DEPOT, KY.			.....	See Lexington, Ky.				
LEXINGTON, KY.	LEX	AIRX	2-1314					
		DL	4-5569	250	9,3	.65	1.60	Rc Tc G CVG
		EA	4-5795	200	19,7,9	"	"	" " " "
		PI	5-1920	100	3	"	"	" " " "
LIBERAL, KAN.	LBL	AIRX	MA 4-3661					
		CN	MA 4-5671	200	3	No Service		T
LIMA, OHIO	LIA	AIRX	CA 6-2051					
		LC	CA 5-0075	150	3	.80	1.60	.....
LINCOLN, NEB.	LNK	AIRX	HE 2-3261					
		FL	HE 2-5391	200	3,9	.55	1.25	R Tc CMA
		UA	HE 5-4371	200	6,10	"	"	" " "
LITTLE ROCK, ARK.	LIT	AIRX	FR 2-6116					
		AA	FR 4-9333	250	5,10,52	.45	1.10	R T G MEM
		BN	FR 2-0207	200	9	"	"	" " " "
		CN	FR 4-6418	200	3	"	"	" " " "
		DL	FR 4-2040	300	9	"	"	" " " "
		TT	FR 4-6312	150	3	"	"	" " " "
LOGAN, UTAH	LGU	AIRX	LO 1-3396					
		WC	SK 2-5301	150	3	.50	1.50	Rc T OTF
LOGANSPORT, IND.	OKK	AIRX	3396					
		LC	GL 7-5591	See Kokomo, Ind.				
LONDON, KY.	LOZ	AIRX	VO 4-4320					
		PI	VO 4-2250	100	3	.35	.75	SDF
LONDON, ONT.	YXU	TC	2-3491	400	22	.50	1.00	Rc Tc C
LONG BEACH, CALIF.	LGB	AIRX	GA 4-8621					
		LX (E)	ZE 7511	200	20	...	....	Rc T LAX
		UA	HA 1-8214	200	9	.80	1.65	R T "
		WA	HA 1-8271	200	52	"	"	" " "
LONGHORN ORDANCE WORKS, TEX.			.....	See Shreveport, La.				
LONGVIEW, TEX.	GGG	AIRX	FL 5-3521					
		TT	MI 3-2441	150	3	.50	1.35	R Tc DAL
LORDSTOWN MILITARY RESERVATION, OHIO				See Youngstown, Ohio				
LOS ANGELES, CALIF.	LAX	AIRX	SP 6-0140					
		AA	MA 6-0201	10000	5,15,10, 50,50c, 53a	.90	1.65	R T G C
		HL	SP 6-2040	200	54	"	"	" " " "
		CO	SP 6-2670	200	10,22,50	"	"	" " " "
		CMA	MA 6-8484	...	5	...	....	" " " "
		SK	OR 4-4300	1000	10	.75	1.55	" " " "
		LX	OR 0-0933	200	20	...	....	" " " "
		PAA	MA 4-0192	5500	50,15,53	.90	.65	" " " AC
		PC	SP 6-0440	200	3,19,54	.90	1.65	" " " C
		SAS	.....	1320	5,6,10,9	...	....	.....
		TW	MI 9441	7500	8,7,23, 50,55	.90	1.65	R T G C
		UA	SP 6-2000	6000	9,5,6,10, 15,53,50c	"	"	" " " "
		WA	SP 6-2508	200	6,50,52, 50c	"	"	" " " "
(Lockheed Air Terminal)		DL	SP 6-0423	350	53a,55			
	BUR	AA	MA 0201	6000	5,15,10	"	"	" " " "
		FTL	ST 7-3411	10000	23	.85	1.55	" " " "
		LX (E)	ZE 7511	200	20	...	....	" " " "
		PC	SP 6-0440	200	3,19,54	.90	1.65	" " " "
		WA	TH 2-2101	200		"	"	" " " "
LOUISVILLE, KY.	SDF	AIRX	EM 8-5891					
		AA	EM 8-1666	500	9,5,52	.60	1.50	R T G C
		DL	JU 2-2681	300	5,9	"	"	" " " "
		EA	EM 8-1646	200	19,9,10, 52	"	"	" " " "
		OZ	EM 8-9955	200	3,54	"	"	" " " "
		PI	EM 8-3312	100	3	"	"	" " " "
		TW	JU 3-5327	250	8	"	"	" " " "
LOVELL, WYO.	POY							
		FL	SK 4-4222	See Powell, Wyo.				
LOWRY A.F.B.,			.....	See Denver, Colo.				
LUBBOCK, TEX.	LBB	AIRX	PO 3-2805					
		BN	PO 5-7428	200	9,5,52	.80	1.35	R T DAL
		CO	PO 3-4646	200	3,22	"	"	" " "
		CN	PO 3-9457	200	3	"	"	" " "
LUFKIN, TEX.	LFK	AIRX	NE 4-3011					
		TT	3-4521	150	3	.50	1.00	Rc HUJ
LYNCHBURG, VA.	LYH	AIRX	VI 7-7783					
		PI	23-9-2633	100	3	.75	1.75	Rc Tc G RIC
MACON, GA.	MCN	AIRX	SH 3-3236					
		DL	3-6731	250	9	.50	1.35	Rc Tc G ATL
		EA	2-8701	200	19,9	"	"	" " " "
MADISON, WISC.	MSN	AIRX	AL 5-6741					
		NO	CH 4-6201	100	3	.60	1.25	R T MKE
		NW	CH 9-4816	200	6,10,52	"	"	" " "
		OZ	CH 9-6441	200	3,54	"	"	" " "
MAGNOLIA, ARK.	AGO	AIRX	MA-81					
		TT	711	150	3	No Service		Rc Tc DAL

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
MANCHESTER, N.H.	MHT	AIRX	HA 5-8543					
		NE	NA 3-7201	200	6	No Service	Rc Tc	BOS
MANDAN, N.D.	BIS	FL	CA 3-3272	See Bismark, N. D.				
MANHATTAN, KAN.	MHK	AIRX	MA 8-3930					
		CN	PR 8-2152	200	3	No Service	Rc Tc	MKC
MANITOWOC, WISC.	MTW	AIRX	3357					
		NO	MU 4-5657	200	3	No Service	Rc Tc	
MANKATO, MINN.	MKT	AIRX	5371					
		NO	3708	200	3	No Service	Rc Tc	
MANSFIELD, OHIO	MFD	AIRX	LA 5-0361					
		LC	LA 4-7411	150	3	.80 1.60	.....	
MARFA, TEX.	MRF	AIRX	95					
		TT	235	150	3	No Service	Rc	ELP
MARIANNA, FLA.	MAI	AIRX	HU 2-2427					
		NA	HU 2-2726	100	9	.50 1.00	Rc Tc G	PFN
MARIETTA, OHIO	PKB	AIRX	GA 8-6711					
		LC	DR 5-7731	See Parksburg, W. Va.				
		PI	.....	See Parksburg, W. Va.				
MARIETTA N.A.S., GA.			.....	See Atlanta, Ga.				
MARINETTE, WISC.	MNM							
		NO	UN 3-6677	See Menominee, Mich.				
MARION, ILL. (E)	MWA	AIRX	MY 3-2305					
		OZ	714	200	3,54	No Service	Rc	
MARION, IND.	MZZ	AIRX	2401					
		LC	OR 4-6585	150	3	... .	Rc	
MARION, OHIO	MNN	AIRX	2-0553					
		LC	DU 2-2575	150	3	.80 1.60	R	
MARQUETTE, MICH. M	MQT	AIRX	CA 6-2111					
		NO	GR 5-4194	200	3	No Service	Rc Tc	
MARSHALL, TEX.	ASL	AIRX	WE 5-2179					
		TT	WE 4-4336	150	3	.50 1.00	Rc	DAL
MARTHA' S VINEYARD, MASS.	MVY	AIRX	VH 3					
		NE	VH 1400	200	3	No Service	Rc Tc	EWB
MARYSVILLE, CALIF.	MYV	AIRX	SH 3-6390					
		PC	SH 2-5487	200	3	No Service	Rc Tc	SFO
MASON CITY, IA.	MCW	AIRX	GA 3-2123					
		OZ	1095	200	3,54	.55 1.50	R	MSP
MASSENA, N.Y.	MSS	AIRX	RO 9-2728					
		EA	RO 4-0505	200	19	No Service	Rc Tc	A
MATANE, P.Q.	YMQ	QBA	.....	...	.....	... .	.....	
MATTOON, ILL.	MTO	AIRX	AD 4-7940					
		OZ	AD 4-7100	200	3,54	No Service	Rc	
MAYNARD QUARTERMASTER TEXT ACTIVITY, MASS.				See Boston, Mass.				
MAYO, Y.T.	YMA	CP	.....	200	3	... .	Tc	
McALESTER, OKLA.	MLC	AIRX	GA 3-5234					
		CN	GA 3-4758	200	3	No Service	Rc Tc	DAL
McALLEN, TEX.	MMK	AIRX	MU 6-7811					
		TT	MU 6-3707	150	3	.50 1.00		BRO
McCOOK, NEB.	MCK	AIRX	145					
		FL	96	200	3	No Service		CMA
McGRATH, ALAS. (E)	MCG	AS	.....	1000	3,4	.35 .50	.....	
MEDFORD, ORE.	MFR	AIRX	2-6433					
		PC	SP 2-6161	200	3,19	.55 1.60	Rc Tc	OTH
		UA	SP 3-6233	300	9	" "	" "	"
		WC	SP 2-7269	150	3	" "	" "	"
MEDICINE HAT, ALTA.	YXH	TC	JA 6-2605	200	3	.70 .75	Rc Tc	C
MELBOURNE, FLA.	MLB	AIRX	PA 3-7851					
		EA	765	200	19,9	.60 1.20	R Tc	PBI
		NA	PA 3-6444	200	9	" "	" "	"
MEMPHIS, TENN.	MEM	AIRX	WH 8-2714					
		AA	WH 8-3374	8000	5,9,10, 15,52	.55 1.35	R T G	G
		BN	WH 6-8395	200	9	" "	" " "	"
		UA	WH 8-0406	250	22,9	" "	" " "	"
		DL	WH 8-2606	6000	9,15,19, 1a,55	" "	" " "	"
		EA	WH 2-2489	200	19,9,19	" "	" " "	"
		SO	WH 8-1440	200	3	" "	" " "	"
		TT	WH 6-2535	150	3	" "	" " "	"
MENOMINEE, MICH.	MNM	AIRX	UN 3-3000					
		NO	UN 3-6677	200	3	No Service	Rc Tc	
MERCED, CALIF.	MCE	AIRX	RA 2-2413					
		UA	RA 2-8011	200	9	.50 1.00	Rc Tc G	SFO
MERIDIAN, MISS.	MEI	AIRX	2-0242					
		DL	2-3141	300	9	.35 .75	R Tc	BHM
		SO	485-5165	200	3	" "	" "	"
MEXICO CITY, D.F.	MEX							
		AA	22-12-22	6000	5,10,15, 50c	... .		A
		BN	46-21-54	500	50c	... .		"
		EA	22-77-70	200	10,53b	... .		"
		PAA	46-46-60	1100	50,53,4	... .	T	"
		WA	46-90-40	200	6,50c			"
		CMA	12-21-96	...	3,4,5,24	... .	"	"
		AERONAVES	18-50-40	...	14a,4,5,8, 9	... .	"	"
		LACSA	46-46-60	...	9	... .	"	"

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
MIAMI, FLA.	MIA	AIRX	NE 5-0741					
		AVIANCA	NE 3-2491	660	4,8	... .	T	C
		BW	NE 4-1951	500	5,10,50	.75 1.60	R T G	AC
		BA	NE 4-4573	700	22	.80 1.60	" " "	"
		UA	NE 4-0601	200	50c,6	.75 1.60	" " "	"
		CU	TU 7-4341	200	1,3,8,14a, 22	.80 1.60	" " "	"
		DL	NE 5-2661	6000	5,10,1a, 53,55	.75 1.60	" " "	"
		EA	NE 4-3571	6000	19,7,23, 53b,10,9, 19,52	" "	" " "	"
		GUEST	.....	200	8	... .	.....	
		KLM	FR 3-8455	660	5	.80 1.60	R T	AC
		LACSA	NE 3-2491	...	1,9	... .	" "	"
		NA	TU 5-2581	6000	9,5,6,10, 52,7,23	.75 1.60	" "	"
		NE	NE 4-6741	200	6,50,55	" "	" "	"
		NW	NE 3-6503	200	52	" "	" "	"
		PAA	FR 3-7383	5500	2,6,10,50, 15,53	" "	" "	"
		RD	TU 7-3501	10000	1,15,2	.75 "	" " G	"
		RN	88-6743	10000	.....	.80 "	" "	"
		TW	NE 3-6511	400	7,50	.75 "	" "	"
		AVENSA	.....	...	1,6	... .	" "	"
MIDLAND, MICH.	MBS							
		NO	OX 5-4091	See Saginaw, Mich.				
MIDLAND, TEX.	MAF	AIRX	MU 2-1751					
		AA	MU 4-8281	250	5	.40 1.25	Rc Tc	ELP
		CO	MU 2-1114	200	3,22	" "	" "	"
MILES CITY, MONT.	MLS	AIRX	CE 2-3831					
		FL	CE 2-1401	200	3	No Service	Rc T	GTF
MILWAUKEE, WISC.	MKE	AIRX	HU 1-4640					
		AA	SH 4-9855	250	9	.60 1.65	R T G	C
				4000	via MDW			
		EA	HU 1-4600	200	10	" "	" " "	"
		FT	HU 3-5000	10000	Served through MDW			
		NO	HU 1-0500	200	3,9	.60 1.65	" " "	"
		NW	HU 3-0443	2000	6,10,32, 15a,50c	" "	" " "	"
		OZ	HU 3-3210	200	3,54	" "	" " "	"
		UA	HU 1-3800	200	6,10, 3,22	" "	" " "	"
MINNEAPOLIS, MINN.	MSP	AIRX	PA 2-3898					
		BN	PA 4-8748	500	9,5,52,50c	.55 1.30	R T G	C
		UA	PA 1-1831	150	22	" "	" " "	"
		EA	PA 1-5508	200	10	" "	" " "	"
		FT	PA 9-8321	6000	1	" "	" " "	"
		NO	PA 2-8281	200	3,9	" "	" " "	"
		NW	PA 6-2552	2000	53b,6,10, 552,15a,50c	" "	" " "	"
		OZ	PA 1-4456	200	3,54	" "	" " "	"
		WA	PA 1-3383	200	6,52,50	" "	" " "	"
MINOT, N.D.	MOT	AIRX	41-149					
		FL	TE 8-0225	200	3	.90 1.35		MSP
		NO	TE 2-8212	200	3	" "		"
MIRAMAR N.A.S., CALIF.			.....	See San Diego, Calif.				
MISSION, TEX.	MMK	AIRX	JU 5-1762					
		TT	MU 6-3707	See McAllen, Tex.				
MISSOULA, MONT.	MSO	AIRX	LI 3-7421					
		NW	LI 3-7161	200	6,52	No Service	Rc T	GTF
MITCHELL, S.D.	MHE	AIRX	WY 6-3123					
		NO	WY 6-8283	200	3	.50 1.00	Rc Tc	
MOAB, UTAH	MOK							
		FL	AL 3-6401	200	3	... .	Rc Tc	DEN
MOBILE, ALA.	MOB	AIRX	HE 2-2741					
		UA	DI 2-1344	200	22	.55 1.60	R T G	C
		EA	GR 9-1401	6000	7,23,52,19	" "	" " "	"
		NA	DI 2-3521	400	9	" "	" " "	"
		SO	DI 2-0733	100	3	" "	" " "	"
MODESTO, CALIF.	MOD	AIRX	LA 2-2963					
		UA	LA 3-3211	200	9	.50 1.25	R T	SFO
MOLINE, ILL.	MLI	AIRX	[illegible]9641					
		OZ	962-7591	200	3,54	.55 1.25	R Tc	PIA
		UA	962-7701	400	6,10,	" "	" "	"
MONCTON, N.B.	YQM	TC	EV 4-9151	1000	13,22a	.50 1.00	Rc Tc	C
		MAR	4-9181	...	.....	... .	.....	
MONROE, LA.	MLU	AIRX	FA 2-2675					
		DL	FA 3-5116	300	9	.60 1.20	Rc Tc	MSY
		SO	FA 5-4601	200	3	" "	" "	"
		TT	FA 2-4454	...	3,19	" "	" "	"
MONT JOLI, P.Q.	YYY	QBA	.....	400	3	... .	.....	
MONTAUK A.F.S., N.Y.			.....	See New York, New York				
MONTE VISTA, COLO.	MVS	AIRX	MV 19					
		FL	JU 9-6311	See Alamosa, Colo.				
MONTEREY, CALIF.	MRY	AIRX	AM 2-4803					
		PC	FR 2-7571	200	3,19,54	.55 1.10	R Tc G	SFO
		UA	FR 5-3157	300	9	" "	" " "	"

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
MONTGOMERY, ALA.	MGM	AIRX	AM 2-3801					
		DL	AM 4-7313	200	9	.40	.85	R T G MSY
		EA	CH 7-7361	200	19,9,7, 10	"	"	" " " "
MONTPELIER, VT.	MPV	AIRX	CA 3-7101					
		NE	CA 3-2395	200	3	No Service		Rc Tc BTV
MONTREAL, QUE.	YUL	AIRX	UN 1-7311					
		AF	UN 6-8344	200	7	.35	.75	R Tc AC
		CP	UN 6-2901	500	14a	.45	1.00	" " "
		AZ	VI 2-6661	200	53c	"	"	" T "
		KLM	UN 1-3411	10000	53,10,15			
		NE	ME 1-8591	200	6,50,55	.35	.75	Rc Tc A
		TC	HU 9-5781	1500	12,13,7, 22,53c	.45	1.25	R T "
MONTROSE, COLO.	MTJ	AIRX	CH 9-3010					
		FL	CH 9-4236	200	3	No Service		Rc T DEN
MOOREHEAD CITY, N.C.	MRH	AIRX	PA 6-3272					
		PI	PA 8-4734	100	3	.35	.75	Rc Tc C
MORGANTOWN, W.VA.	MGW	AIRX	LI 2-7724					
		LC	LI 2-3301	150	3	.60	1.35	.....
MOSCOW, IDA.	PUW	AIRX	2-1229					
		WC	TU 39771	See Pullman, Wash.				
MOSES LAKE, WASH.	EPH	AIRX	RO 5-6191					
		WC	SK 4-2522	See Ephrata, Wash.				
MOULTRIE, GA.	MGR	AIRX	445					
		SO	YU 5-4048	100	3	.75	1.50	Rc
MUNCIE, IND.	MIE	AIRX	AT 8-4446					
		LC	AT 8-3629	150	3	No Service		.....
MUSKEGON, MICH.	MKG	AIRX	2-6639					
		UA	PE 3-1870	250	3	.50	1.25	R Tc G C
		NO	PE 3-1227	200	9	"	"	" " " "
MUSKOGEE, OKLA.	MKO	AIRX	MU 2-0191					
		CN	MU 7-5494	200	3	No Service		Rc T MKC
MYRTLE BEACH, S.C.	MYR	AIRX	HI 8-6656					
		PI	HI 8-6559	100	3	.45	.85	Rc CHS
NANTUCKET, MASS.	ACK	AIRX	702-W					
		NE	1140	200	3	No Service		Rc Tc EWB
NASHVILLE, TENN.	BNA	AIRX	AL 5-3523					
		AA	CH 2-6336	4500	5,9,10, 15,52	.55	1.10	R T G C
		BN	AL 5-5323	500	10,9	"	"	" " " "
		EA	AL 5-7412	200	9,19,10, 52	"	"	" " " "
		OZ	CH 2-4363	200	3,54	"	"	" " " "
		SO	AL 4-0546	200	3	"	"	" " " "
		TW	AL 4-7726	250	7	"	"	" " " "
NATCHEZ, MISS.	HEZ	AIRX	8623					
		SO	6963	100	3	.75	1.50	Rc
NAVAL ACADEMY, ANNAPOLIS, MD.		.....	See Baltimore, Md.					
NELSON, B.C.	YCG	CP	.....	200	9	.25	.60	.....
NEW BEDFORD, MASS.	EWB	AIRX	WY 6-8553					
		NE	WY 9-6441	200	3,6	.35	.75	R Tc C
NEW BERN, N.C.	EWN	AIRX	2711					
		NA	ME 7-5151	200	6	.55	1.10	Rc Tc IMN
		PI	ME 7-3972	100	3	"	"	" " "
NEW CUMBERLAND GENERAL DEPOT, PA.		.....	See Harrisburg, Pa.					
NEW HAVEN, CONN.	HVN	AIRX	MA 4-3151					
		AL	HO 7-1619	200	9,19	.55	1.25	R T C
		EA	HO 7-6311	200	19	"	"	" " "
NEW IBERIA, LA.	LFT	...	EM 4-7371	See Lafayette, La.				
NEW LONDON, CONN.	GON	AIRX	GI 2-5363					
		AL	HI 5-7405	200	19	.75	1.50	Rc C
NEW ORLEANS, LA.	MSY	AIRX	KE 4-3077					
		BN	LA 4-9411	200	9,5	.55	1.50	Rc T AC
		UA	729-3500	200	22	"	"	" " "
		DL	KE 4-3658	6000	9,1a,5, 10,53,55	"	"	" " "
		EA	739-3601	6000	7,10,23, 53,52,9	"	"	" " "
		NA	KE 4-3616	400	9,5,6,10, 52	"	"	" " "
		PAA	JA 2-6391	5500	2,50,53	"	"	" " "
		SO	KE 7-0158	200	3	"	"	" " "
		TA	CA 8374	4500	4	"	"	" " "
		TT	721-3425	...	.....	"	"	" " "
		AVENSA	.....	...	6	...	....	" " "
NEW PHILADELPHIA, OHIO	AIRX	DO 4-2985						
	PHD	LC	4-2729	150	3	.80	1.60	.....
NEW YORK, N.Y.	LGA	AIRX	MU 6-7900					
(LaGuardia)		AA	HA 4-7600	4000	5,9,52	1.00	2.00	R T G AC
		CA	TW 9-5280	200	22,8	"	"	" " " "
		EA	NE 9-8200	500	7,19,52	"	"	" " " "
		NE	IL 7-3000	200	3,6,22	"	"	" " " "
		NY	DE 5-6600	200	20,21	"	"	" " " "
		TW	OX 5-4525	250	8,7	"	"	" " " "
		UA	IL 8-4900	6000	6,8,22	"	"	" " " "

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
NEW YORK, N.Y.	IDL	AA	HA 4-7600	10000	5,9,10,15,			
(Idlewild)					50,50c,52	1.00	2.00	R T G AC
		AET	CL 6-6160	550	7	...	....	.....
		AERONAVES						
			ST 6-7341	...	14a	...	....	R T AC
		AF	CL 6-5800	200	7	1.00	2.00	" " "
		AVIANCA	ST 6-7341	660	7	...	....	" " "
		AZ	JU 2-6500	440	15,53c	1.00	2.00	" " "
		BA	CL 6-5600	11100	11,8	...	....	" " "
		BN	CL 6-5243	6000	50	1.00	2.00	" " G "
		CUBANA	.....	200	3,22,7	...	....	.....
		DL	CL 6-5822	200	8,10,53, 55	1.00	2.00	R T G AC
		EA	CL 6-7020	6000	6,7,10, 19,52,23, 53b	"	"	" " " "
		LH	CL 6-5560	...	7	...	....	" " "
		LY	CL 6-5290	650	8	...	....	" " "
		KLM	WH 4-3480	10000	10,15,1, 23,53	.55	1.75	" " "
		NA	OX 7-8181	10000	9,5,6,7, 10,52,23	1.00	2.00	" " G "
		NE	CL 6-5398	200	6,50,55	"	"	" " " "
		NW	CL 6-5250	2000	6,10,53b, 52,15a,50c	"	"	" " " "
		NY	DE 5-6600	200	20,21	"	"	" " " "
		PAA	EX 2-5700	5500	2,10,50, 15,53			
		RD	CL 6-5748	10000	1,2,15	"	"	" " " "
		SAB	.....	440	14,9,5,15, 10	...	....	.....
		SN	JU 6-1050	400	5,6,15	...	....	" " "
		SK	CL 7-8000	1000	5,6,10	...	....	" " "
		SR	PL 7-4433	6000	2,6	...	....	" " "
		TC	JU 6-3210	500	22a	1.00	2.00	" " "
		TRC	CL 6-5997	4000	4,6,2	"	"	" " "
		TW	OX 5-4525	7500	8,7,23 50,55	1.00	2.00	" " G "
		UA	CL 6-5777	6000	5, 10, 15,53, 50c,8,22	"	"	" " " "
(Newark)	EWR	AA	MA 3-4062	6000	9,5,15, 10,52	1.00	2.00	R T G AC
		AL	MI 3-3888	200	3,19,9	"	"	" " " "
		BN	MA 3-2041	6000	10,15		"	" " " "
		DL	MA 3-3543	6000	1a,10	"	"	" " " "
		EA	MI 3-8389	6000	10,19,52	"	"	" " " "
		FTL	MA 4-3700	10000	23	"	"	" " " "
		MD	MI 2-0335	200	9,3	"	"	" " " "
		NA	MA 4-1953	400	9,5,6,10, 7	"	"	" " " "
		NW	MA 4-8797	200	10,52	"	"	" " " "
		NY	MI 2-8681	200	20,21	"	"	" " " "
		TW	MA 3-5640	3500	8,7,23	"	"	" " " "
		UA	MA 4-8300	6000	15,10,6, 5,8,22	"	"	" " " "
NEWPORT, VT.	EFK	AIRX	NE 662					
		NE	1099	200	Seasonal			Rc C
NEWPORT NEWS, VA.	PHF	AIRX	5-1253					
		UA	LY 6-1141	150	3	.55	1.35	Rc Tc G C
		NA	LY 6-1571	200	5,6	"	"	" " " "
		PI	LY 6-2621	100	3	"	"	" " " "
NIAGARA FALLS, N.Y.	IAG	AIRX	BU 5-1243					
		AA	EN 9-140	Served through Buffalo, N.Y.				
		UA	NF 2-2240	Served through Buffalo, N.Y.				
		LC		Served through Buffalo, N.Y.				
		MO	NF 2-3000	Served through Buffalo, N.Y.				
		AL	SP 4800	Served through Buffalo, N.Y.				
NOME, ALAS. (F)	OME	AS	MA 199	1000	3,4	.90	1.00	.....
NORFOLK, NEB.	OFK	AIRX	FR 1-9420					
		NO	FR 1-5600	200	3	No Service		.....
NORFOLK, VA.	ORF	AIRX	MA 5-4564					
		UA	UL 3-3101	250	3,22	.55	1.25	R Tc G C
		NA	UL 3-4378	400	5,6	"	"	" " " "
		PI	UL 5-4761	100	3	"	"	" " " "
		RD	.....	Demand Service		No Service		
NORTH BAY, ONT.	YYB	TC	3366	500	22	.50	1.00	Rc Tc C
NORTH BEND, ORE.	OTH							
		WC	SK 9-1011	150	3	No Service		R T C
NORTH HOLLYWOOD, CALIF (E)		LX	ZE 7511	200	200	...	....	LAX
NORTH PLATTE, NEB.	LBF	AIRX	151					
		FL	LE 2-3600	200	9	No Service		Rc DEN
NORWALK, CONN.		AIRX	TE 8-4708					
		NY	.....	200	19	No Service		.....
OAKLAND, CALIF.	OAK	AIRX	TE 2-5030					
		WA	LO 2-6400	150	6,50	.80	1.70	R T SFO
		UA	LO 3-3134	400	9,5,10	"	"	" " "
OCALA, FLA.	OCA	AIRX	MA 2-4342					
		EA	MA 2-3207	200	19	.35	.75	R Tc G TPA

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
ODESSA, TEX.	MAF	AIRX	FE 2-5412					
		AA	FE 7-3561	250	5	.40	1.25	Rc To ELP
		CO	FE 7-2371	200	9,3	"	"	" " "
OGDENSBURG,N.Y.	OGS	AIRX	24					
		MO	1226	200	3	No Service		Rc To C
OIL CITY, PA	FKL							
		AL	ID 2-3125	See Franklin, Pa.				
OKLAHOMA CITY, OKLA.	OKC	AIRX	CE 2-9101					
		AA	ME 2-6378	600	5,9,10,52	.70	1.40	R T G DAL
		BN	MU 5-5113	500	9,5,52	"	"	" " " "
		CO	MU 5-7791	200	3,22	"	"	" " " "
		CN	MU 5-7744	200	3	"	"	" " " "
		TW	ME 8-3377	400	8,55	"	"	" " " "
OLATHE N.A.S., KAN.			.....	See Kansas City, Mo.				
OLYMPIA, WASH.	OLM	AIRX	6-4721					
		WC	FL 6-6445	150	3	No Service		Rc T C
OMAHA, NEB.	OMA	AIRX	AT 6254					
		BN	WE 0682	300	9,5	.55	1.25	R T G C
		FL	34-6-8900	200	3,9	"	"	" " " "
		NO	AT 9876	200	3	"	"	" " " "
		OZ	HA 7957	200	3,54	"	"	" " " "
		UA	WE 2429	400	5,6,10, 53	"	"	" " " "
OMAK, WASH.	OMK	AIRX	241					
		WC	612	150	3	No Service		Rc To GEG
ONTARIO, ORE.	ONO	AIRX	162					
		WC	TU 9-5632	150	3	No Service		Rc To GEG
ONTARIO, CALIF.	ONT	AIRX	NA 2-1524					
		HL	YU 6-6724	200	54	.65	1.40	Rc To LAX
		WA	YU 6-1119	150	6	"	"	" " "
OPHEIM A.F.S., MONT.			.....	See Glasgow, Mont.				
ORANGE, CALIF. (E)		AIRX	KE 8-3165					
		LX	.....	200	20	...	....	LAX
ORLANDO, FLA.	ORL	AIRX	GA 2-5192					
		DL	CH 1-4530	4000	5,1a	.60	1.20	R T G TPA
		EA	4-4524	200	9,19,7, 10,52	"	"	" " " "
		NA	GA 2-0709	5000	9,10,23, 52	"	"	" " " "
		RD	GA 5-2696	6000	1,2	"	"	" " " "
OSHKOSH, WISC.	OSH	AIRX	BE 5-9440					
		NO	HE 5-3105	200	3,9	.65	1.25	Rc To
OSSINING, N.Y.								
		NY	ME 1-0056	200	20	No Service		LGA
OTIS A.F.B., MASS.			.....	See Hyannis, Mass.				
OTTAWA, ONT.	YOW	AIRX	CE 2-7371					
		EA	CE 2-7371	200	19	No Service		Rc To AC
		TC	CE 2-9611	300	22	.50	1.00	" " "
OTTUMWA, IA.	OTM	AIRX	MU 2-1824					
		OZ	MU 2-1660	200	3,54	.50	1.00	R T PIA
OWENSBORO, KY.	OWB	AIRX	MU 3-1077					
		EA	MU 3-1585	200	19	No Service		Rc To SDF
		OZ	MU 4-2976	200	3,54	"	"	" " "
OXNARD, CALIF.	OXR	AIRX	WO 5-6607					
		PC	HU 3-4614	200	19,54	No Service		Rc To LAX
PADUCAH, KY.	PUK	AIRX	2-1676					
		DL	3172	200	9	.55	1.85	Rc To EVV
		OZ	3-6238	200	3,54	"	"	R " "
PAGE, ARIZ.	PGA							
		HL	MI 5-2404	200	54	...	....	.....
PALATKA, FLA.	PLK							
		RD	.....	6000	1 Demand Service			
PALMDALE, CALIF.	PMD	AIRX	WI 7-3392					
		PC	.....	See Lancaster, Calif.				
PALM SPRINGS-INDIO, CALIF.	PSP	AIRX	FA 5-2636					
		WA	FA 5-2709	200	6	No Service		Rc To SAN
		HL	FA 5-5053	200	54	"	"	" " "
PANAMA CITY, FLA.	PFN	AIRX	SU 5-4221					
		NA	PO 3-9087	200	9	.80	1.10	R To G C
		SO	SU 5-6166	100	3	"	"	" " " "
PANTEX ORDANCE PLANT, TEX.			.....	See Amarillo, Tex.				
PARIS, TEX.	PRX	AIRX	SU 4-3595					
		CN	SU 4-8535	200	3	.60	1.35	Rc T DAL
PARIS,TENN.	PHT	SO	3300	100	3	No Service		BNA
PARKERSBURG, W.VA.	PKB	AIRX	GA 2-7695					
		AL	HU 5-4541	200	3,19	.60	1.60	Rc To PIT
		LC	HU 5-5542	150	3,9	"	"	" " "
		PI	GA 8-6787	100	3	"	"	" " "
PASCO, WASH.	PSC	AIRX	LI 7-4242					
		WC	LI 7-5547	150	3	.50	1.50	Rc To GEG
PASO ROBLES, CALIF.	PRB	AIRX	68					
		PC	1700	200	19,54	...	....	Rc To LAX
PATERSON, N.J.	PNJ	AIRX	MU 4-4310					
		NY	.....	200	20	No Service		LGA
PAYETTE, IDA.	PYO							
		WC	TU 9-5632	See Ontario, Ore.				
PECOS, TEX.	PEQ	AIRX	HI 5-2781					
		TT	HI 5-2738	150	3	No Service		Rc T KLP
PELLSTON, MICH.	PLN							
		NO	LE 9-8484	200	9	.35	.75	Rc C
PENDLETON, ORE.	PDT	AIRX	CR 6-4651					
		UA	CR 6-7211	400	9,5,10	.45	.95	Rc T GEG
		WC	CR 6-2461	150	3	"	"	" " "
PENSACOLA, FLA.	PNS	AIRX	HE 2-5166					
		EA	HE 2-2314	200	9,7,19	.50	.95	Rc T G C
		NA	HE 2-5152	400	9	"	"	" " " "
PENTICTON,B.C.	YYF	CP	2947	200	9	.25	.60	Rc To C
PEORIA, ILL.	PIA	AIRX	4-9236					
		AA	7-3555	250	9	.50	1.45	Rc T C
		OZ	7-3548	200	3,54	"	"	" " "
PERRIN A.F.B., TEX.			.....	See Sherman, Tex.				
PERU, IND.	OKK	AIRX	GR 3-7151					
		LC	FI 9-2669	See Kokomo, Inc.				
PHELPS COLLINS ANG BASE,	MICH		.....	See Pellston, Mich.				
PHILADELPHIA, PA.	PHL	AIRX	SA 6-8090					
		AA	SA 7-7977	6000	9,5,15, 52,10,50	.65	1.70	R T G C
		AL	SA 9-6650	200	3,19	"	"	" " " "
		CA	SA 7-6009	250	3,4,22	"	"	" " " "
		DL	SA 7-9912	6000	10,1a,55	"	"	" " " "
		EA	SA 9-2115	200	10,7,19, 52,53b	"	"	" " " "
		FT	SA 6-7100	10000	Served through New York/Newark			
		NA	SA 6-2235	4000	5,6,23,52	.65	1.70	R T G C
		NE	SA 4-0310	200	6,22,55	"	"	" " " "
		PAA	LO 8-1360	1100	50,53	"	"	" " " "
		RD	SA 6-9133	6000	1,2,15	"	"	" " " "
		TW	LO 8-3230	4000	8,7,50,23	"	"	" " " "
		UA	SA 7-9234	6000	5,6,10,3 15,53,4,22	"	"	" " " "
PHILIPSBURG, PA.	PSB	AIRX	DI 2-3510					
		AL	DI 2-1670	200	3,19	.75	1.70	Rc PHL
PHOENIX, ARIZ.	PHX	AIRX	BR 5-0351					
		AA	AL 8-6761	600	5,10,50c	.55	1.40	Rc To G DUG
		BL	AL 8-8466	200	54	"	"	" " " "
		FL	BR 5-7521	200	3,9	"	"	" " " "
		TW	BR 5-5487	400	8,7,55	"	"	" " " "
		WA	BR 5-6271	200	52	"	"	" " " "
PICATINNY ARSENAL, N.J.			.....	See Newark, N. J.				
PIERRE, S.D.	PIR	AIRX	CA 4-4801					
		NO	CA 4-5846	200	3	No Service		Rc To OMA
		WA	CA 4-7372	200	6	"	"	" " "
PINE BLUFF, ARK.	PBF	AIRX	JE 4-0031					
		TT	JE 8612	150	3	.50	1.00	Rc MEM
PINEHURST, N.C.	SOP	AIRX	OX 5-3001					
		PI	OX 2-8941	See Southern Pines, N.C.				
PITTSBURG, KAN.	PTS	AIRX	AD 1-1240					
		OZ	3600	200	3,54	No Service		Rc
PITTSBURGH, PA.	PIT	AIRX	SP 1-2442					
		AA	SP 1-2255	200	5	.80	1.55	R T G C
		AL	SP 1-3514	200	3,19	"	"	" " " "
		EA	SP 1-3100	200	9,7,19,10	"	"	" " " "
		LC	SP 1-4938	150	3	"	"	" " " "
		NW	SP 1-1000	200	6,52	"	"	" " " "
		TW	EX 1-3240	3000	8,7,50, 23,55	"	"	" " " "
		UA	FE 1-6137	200	10,53,3, 4,8,22	"	"	" " " "
PITTSFIELD, MASS.	PSF	AIRX	HI 2-6921					
		MO	2-8635	100	3	.55	1.30	Rc To BDL
		NE	HI 7-9857	200	3	"	"	" " "
PLAINVIEW, TEX.	PVW	AIRX	CA 4-2392					
		CN	CA 4-7829	200	3	.35	.75	DAL
PLATTSBURG, N.Y.	PLB	AIRX	JO 3-0610					
		EA	1983	200	19	No Service		Rc To MAL
POCATELLO, IDA.	PIH	AIRX	936					
		WA	CE 2-8756	200	6	.55	1.15	Rc To G GTF
		WC	CE 2-3584	150	3	"	"	" " " "
POMONA, CALIF. (E)	JPO	AIRX	NA 2-1524					
		LX	NA 9-7066	200	20	...	....	LAX
PONCA CITY, OKLA.	PNC	AIRX	RO 5-7071					
		CN	RO 2-1611	200	3	No Service		Rc T MKC
PONTIAC, MICH.	PTK							
		NO	OR 4-0487	200	9	No Service		Rc To YIP
POPE A.F.B., N. C.			.....	See Fayetteville, N. C.				
PORT ANGELES, WASH.	CLM	AIRX	GL 7-6631					
		WC	GL 7-3101	150	3	No Service		Rc T C
PORT ARTHUR, ONT.	YQT	TC	MA 2-0641	200	3	...	.....	.50 1.00 .....
		NO	See Fort William, Ont.					
PORT ARTHUR, TEX.	BPT	AIRX	2-4331					
		DL	YU 2-4321	300	9	.55	1.50	Rc T C
		KA	YU 3-3317	200	9,10	"	"	" " "
		TT	TA 2-3421	200	3	...	.....	" " "
PORT HURON, MICH.	PHN	NO	EM 4-6666	200	3	No Service		Rc To YIP
POINT MUGU N.A.S., CALIF.			.....	See Los Angeles, Calif.				
PORTLAND, ME.	PWM	AIRX	SP 4-5791					
		NE	SP 4-3941	200	3,6,22	.60	1.35	

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
PORTLAND, ORE.	PDX	AIRX	CA 8-8411					
		AS	AT 8-5073	1000	4,6	.65	1.50	R T G C
		FT	AT 1-1158	10000	1	"	"	" " " "
		NW	AT 8-5811	2000	6,10, 52	"	"	" " " "
		PAA	CA 7-6675	1100	50,53	"	"	" " " "
		PC	AT 8-6101	200	19,54	"	"	" " " "
		PN	AT 8-5043	...	3,4,8	"	"	" " " "
		UA	AT 7-2411	6000	9,6,10,5, 53,50c,15	"	"	" " " "
		WA	AT 4-5656	200	52,50c	"	"	" " " "
		WC	AT 8-5551	150	3	"	"	" " " "
PORTSMOUTH, OHIO	PMH	AIRX	EL 3-4186					
		LC	BL 9-6321	150	3	.80	1.60	.....
POUGHKEEPSIE, N.Y.	POU	AIRX	GR 1-2800					
		MO	GR 1-3900	100	3	No Service		Rc Tc ALB
POWELL, WYO.	POY	AIRX	SK 4-4151					
		FL	SK 4-4222	200	3	No Service		Rc Tc GTF
PRESCOTT, ARIZ.	PRC	AIRX	26					
		BL	252	200	54	.65	1.20	Rc Tc DUG
		FL	HI 5-2100	200	3	"	"	" " "
PRESQUE ISLE, ME.	PQI	AIRX	6-811					
		NE	PO 4-6931	200	3,6	No Service		R T HUL
PRINCE GEORGE,B.C.	YXS	CP	.....		200	3,6,9	...	.... Rc Tc C
PRINCE RUPERT,B.C	YPR	CP	3213		200	.....	No Service	Rc C
PRINCETON, W.VA.	HLF	AIRX	DA 7-9217					
		PI	EN 0500	100	3	No Service		Rc INT
PROVIDENCE, R.I.	PVD	AIRX	DE 1-0140					
		AL	RE 9-3100	200	9,19	.50	1.35	R T C
		EA	RE 7-9616	200	10,7,52	"	"	" " "
		FT	EL 1-8500	Served through Boston, Mass.				
		NA	RE 9-1405	200	5	.50	1.35	R T C
		UA	TE 1-6950	400	6,10	"	"	" " "
PUEBLO, COLO.	PUB	AIRX	LI 4-0037					
		CO	WH 8-3316	200	3,22	.55	1.25	Rc T G DEN
		FL	WH 8-3323	200	3	"	"	" " " "
PULLMAN, WASH.	PUW	AIRX	LO 8-5501					
		WC	LO 7-3761	150	3	.50	1.50	Rc Tc GEG
QUANTICO MARINE CORPS SCHOOL, VA.				See Washington, D. C.				
QUEBEC CITY, QUE.	YOB	TC	MU 3-3685	600	22	.75	1.00	Rc Tc C
QUESNEL, B.C.	YQZ	CP	60		200	3	...	.... Rc Tc
QUINCY, ILL.	UIN	AIRX	BA 2-0123					
		OZ	BA 2-3442	200	3,54	.75	1.75	Rc Tc STL
RADFORD ARSENAL, VA.			.....	See Roanoke, Va.				
RALEIGH, N.C.	RDU	AIRX	VA 8-4421					
		UA	TE 2-3876	150	3,22	.70	1.50	Rc T G C
		EA	TE 2-7380	200	19,7,9, 52	"	"	" " " "
		PI	VA 8-5721	100	3	"	"	" " " "
RAPID CITY, S.D.	RAP	AIRX	FI 2-0150					
		FL	FI 3-6361	200	3,9	1.05	1.10	Rc Tc DEN
		NO	FI 3-5544	200	3	"	"	" " "
		WA	FI 2-7110	200	6	"	"	" " "
RANDOLPH A.F.B., TEX.			.....	See San Antonio, Tex.				
RARITAN ARSENAL, N.J.			.....	See Newark, N. J.				
RAVENNA ARSENAL, OHIO			.....	See Akron, Ohio				
RAWLINGS, WYO.	RWL	AIRX	EA 4-3362					
		FL	EA 4-4571	200	3	No Service		Rc Tc DEN
READING, PA.	RDG	AIRX	FR 4-1191					
		AL	FR 4-4508	200	3,19	.45	1.35	R Tc PHL
		EA	FR 5-8565	200	19	"	"	" " "
		TW	FR 6-7353	250	6	"	"	" " "
RED BLUFF, CALIF.	RBL	AIRX	LA 7-4601					
		PC	LA 7-1701	200	3	No Service		Rc Tc ACV
REDDING, CALIF.	RDD	AIRX	CH 1-3613					
		PC	CH 3-1211	200	3,54	No Service		Rc Tc ACV
REDMOND, ORE.	RDM	AIRX	LI 8-2217					
		WC	LI 8-2976	See Bend, Ore.				
REED CITY, MICH.	RCT							
		NO	TE 2-4361	200	9	No Service		Rc Tc
REESE A.F.B., TEX.			.....	See Lubbock, Tex.				
REGINA, SASK.	YQR	TC	LA 2-5622	500	13,3,22	.50	1.00	Rc Tc C
RENO, NEV.	RNO	AIRX	FA 9-0466					
		BL	FA 9-0001	200	54	.50	1.25	Rc Tc G SFO
		UA	FA 9-1020	400	9,5,10,6	"	"	" " " "
		WA	FA 3-1801	200	6	"	"	" " " "
RHINELANDER, WISC.	RHI	AIRX	FO 2-2321					
		NO	FO 2-6316	200	3	No Service		Rc Tc
RICHLAND, WASH.	PSC	AIRX	LI 7-4242					
		WC	LI 7-5547	See Pasco, Wash.				
RICHMOND, IND.	RID	AIRX	2-2421					
		LC	4-1121	150	3	.75	1.50	.....
RICHMOND QUARTERMASTER DEPOT, VA.				See Richmond, Va.				
RICHMOND, VA.	RIC	AIRX	EL 8-2301					
		UA	RE 7-4117	150	22	.45	1.25	R T C
		EA	FA 4105	200	19,7,10, 52	"	"	" " "
		NA	RE 7-4186	200	9,6	"	"	" " "
		PI	RE 7-4101	100	3	"	"	" " G "
RIMOUSKI, P.Q.	YRW	QBA	.....	400	3	...	....	.....
RIO VISTA DEPOT ACTIVITY, CALIF.			.....	See Sacramento, Calif.				
RIVERBANK ORDANCE PLANT, CALIF.			.....	See Modesto, Calif.				
RIVERSIDE, CALIF.	JRD							
		BL	OV 9-6221	200	54	No Service		Rc LAX
RIVERTON, WYO.	RIW	AIRX	UL 6-9660					
		FL	UL 6-9226	200	3,9	No Service		Rc Tc DEN
ROANOKE, VA.	ROA	AIRX	DI 4-4962					
		AA	EM 6-3455	500	9	.45	1.00	R T G RIC
		EA	6-0351	200	19,9	"	"	" " " "
		PI	EM 6-0381	100	19	"	"	" " " "
ROCHESTER, MINN.	RST	AIRX	AT 2-2706					
		BN	AT 9-4591	200	9	.55	1.25	Rc T G C
		NW	AT 2-1709	2000	6,10,52,15a	"	"	" " " "
		OZ	3333	200	3,54	"	"	" " " "
ROCHESTER, N.Y.	ROC	AIRX	LO 2-9400					
		AA	FA 8-4040	500	5,9,10, 52	"	"	.55 1.25 R Tc G AC " " " "
		UA	BE 5-8524	250	3,22			
		FT	BA 5-1473	Served through Buffalo, N.Y.				
		MO	FA 8-1550	200	9,3	.55	1.25	R Tc G AC
ROCKFORD, ILL.	RFD	AIRX	WO 3-0471					
		OZ	5-0661	200	3,54	.75	1.75	.....
		NO	WO 5-1400	200	3	"	"	.....
ROCKLAND, ME.	RKD	AIRX	LY 4-4341					
		NE	LY 4-4424	200	3	No Service		Rc C
ROCK ISLAND ARSENAL, ILL.			.....	See Moline, Ill.				
ROCK SPRINGS, WYO.	RKS	AIRX	EM 2-3581					
		FL	EM 2-5522	200	3	.50	1.00	Rc Tc DEN
ROCKY MOUNT, N.C.	RMT	AIRX	2-2128					
		PI	GI 2-7475	100	3	.50	1.50	Rc Tc RDU
ROME, GA.	RMG	AIRX	6628					
		EA	2-1521	200	19	.40	1.00	Rc T ATL
ROME, N.Y.	UCA	AIRX	RA 4-3141					
		MO	FF 7-7000	See Utica, N. Y.				
ROSEBURG, ORE.	RBG	AIRX	OR 3-4515					
		WC	OR 3-3231	150	3	No Service		R T GTH
ROSWELL, N.M.	ROW	AIRX	MA 2-9160					
		CO	MA 2-7432	200	3	.35	.75	Rc Tc ELP
ROSS BAY, LAB.	YRF	QBA	.....	400	3	...	....	.....
ROUYN, QUE.	YUY	TC	RO 2-2222	200	22	.75	1.00	Rc Tc C
RUPERT, IDA.	BYI	AIRX	HE 6-3491					
		WC	OR 8-7402	150	3	No Service		R T GTF
RUTHERFORD, N.J.	RTF	AIRX	PR 7-2016					
		NY	.....	200	20	No Service		LGA
RUTLAND, VT.	RUT	AIRX	PR 3-8688					
		EA	PR 3-6990	200	19	No Service		Rc Tc BTV
SACRAMENTO, CALIF.	SAC	AIRX	GI 1-1235					
		PC	GA 8-7200	200	19,3,54	.60	1.35	R Tc G SFO
		UA	GA 1-1000	400	9,5,10	"	"	" " " "
		WC	GA 1-2440	150	3	"	"	" " " "
SAFFORD, ARIZ.	SAD	AIRX	DA 563					
		FL	1004	200	3	No Service		Rc DUG
SAGINAW, MICH.	MBS	AIRX	PL 2-3175					
		UA	OX 5-6371	250	3,22	.75	1.55	Rc Tc C
		NO	OX 5-4091	200	3,9	No Service		" " "
SAGUENAY, QUE.	YBG	TC	LI 3-7788	250	22	No Service		.....
SAINT JOHN, N.B.	YSJ	TC	OX 3-1231	500	22,13	.50	1.00	Rc Tc C
ST. ALBANS A.F.S., VT.			.....	See Burlington, Vt.				
ST. JOHN'S N'FLD.	YYT	TC	7011	1000	13,22	.50	1.00	Rc Tc C
		MAR	.....	500	3,1,4	...	....	R T A
ST. JOSEPH, MICH.	STJ	AIRX	AD 4-1677					
		FL	AD 4-7919	200	3,9	.55	1.35	Rc Tc C
ST. LOUIS, MO.	STL	AIRX	PE1-2266					
		AA	PA 5-5510	7000	9,5,10, 15,52,50c	.75	1.65	R T G C
		BN	PE 1-2243	200	9,22	"	"	" " " "
		CN	PE 1-2231	200	3	"	"	" " " "
		DL	PE 1-2194	6000	9,5,10, 1a,55	"	"	" " " "
		EA	PE 1-0510	200	9,19,10, 52,7	"	"	" " " "
		OZ	PE 1-0990	200	3,54	"	"	" " " "
		TW	OR 6-4800	7500	8,7,50, 23,55	"	"	" " " "
ST. PAUL, MINN.	MSP	AIRX	CA 2-7751	See Minneapolis, Minn.				
ST. PETERSBURG, FLA.PIE		AIRX	ST 7-4346					
		EA	HE 5-2121	200	7,9,10	.75	1.50	R Tc G AC
		DL	HE 6-7754	300	5	"	"	" " " "
		NA	HE 5-2161	200	9,52	"	"	" " " "
		NE	TA 7-8492	Served through Tampa, Fla.				
		NW	HE 6-9181	200	52	.75	1.50	" " " "
		RD	HE 6-1351	6000	1	"	"	" " " "
		TC	5-7611	Served through Tampa, Fla.				
		TW	OR 1-6111	Served through Tampa, Fla.				
SALEM COAST GUARD AIR STATION, MASS.				See Boston, Mass.				

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
SALEM, ORE.	SLE	AIRX	EM 3-4464					
		UA	EM 2-2441	300	9	.50	1.00	Rc T G PDX
		WC	JU 1-2448	150	3	"	"	" " " "
SALINA, KAN.	SLN	AIRX	TA 7-0109					
		CO	TA 7-5553	200	3	.35	1.00	Rc T G MKC
SALINAS, CALIF.	SNS	AIRX	HA 4-5476					
		UA	HA 4-7686	200	9	No Service		R T SFO
SALISBURY, MD.	SBY	AIRX	PI 9-4411					
		AL	PI 9-3158	200	3	.50	1.25	Rc T
SALT LAKE CITY, UTAH		AIRX	EL 5-1771					
		BL	DA 8-8656	200	54	.40	1.10	R Tc G DEN
		FL	EM 3-6796	200	3,9	"	"	" " " "
		UA	DA 8-8044	6000	9,5,6,10, 15,50c	"	"	" " " "
		WA	EM 4-1471	200	6,52,50	"	"	" " " "
		WC	DA 8-0576	150	3	"	"	" " " "
SAN ANGELO, TEX.	SJT	AIRX	2-1696					
		CO	7196	200	3,22	.50	1.10	Rc Tc SAT
		TT	8193	150	3	"	"	" " "
SAN ANTONIO, TEX.	SAT	AIRX	TA 2-3891					
		AA	TA 4-1401	6000	5,15,10	.55	1.10	R T G C
		BN	TA 2-3351	500	52,9,50	"	"	" " " "
		CMA	CA 5-6303	...	4,5	...	....	" " " "
		CO	TA 6-8591	400	10,5,6	.55	1.10	" " " "
		EA	TA 6-3230	200	9,10,52, 53b	"	"	" " " "
		TT	TA 6-6301	150	3	"	"	" " " "
SAN BENITO, TEX.	HRL	AIRX	EX 9-1881					
		TT	GA 3-4200	150	3	No Service		Rc DAL
SAN BERNARDINO, CALIF.		AIRX	TU 44-4131					
	ONT	LX(E)	TU 9-4000	200	20	...	....	Rc LAX
		WA	YU 6-1119	200	6	No Service		" "
SAN DIEGO, CALIF.	SAN	AIRX	BE 3-7238					
		AA	CY 6-6128	6000 10,000 via LAX	5,10,50c	.65	1.50	Rc T G AC
		BL	CY 6-6144	200	54	"	"	" " " "
		DL		250	10			
		FT	CY 6-6273	6000	Served through Burbank, Calif.			
		UA	BE 4-7171	400	9,5,10,53, 50c	.65	1.50	Rc T G AC
		WA	CY 8-8861	200	6,52	"	"	" " " "
SANDSPIT, B.C.	YZP	CP	.....	200	3	...	....	.....
SAN FRANCISCO, CALIF.		AIRX	EX 2-3100					
	SFO	AA	YU 2-4620	6000	5,10,15, 50	.90	1.75	R T G AC
		FT	PL 5-9405	10000	1,15,23	"	"	" " " "
		JL	JU 3-3612	600	6	...	....	" " " "
		PAA	EX 7-1414	5500	15,50,53	"	"	" " " "
		PC	PL 5-9200	200	3,19,54	"	"	" " " "
		TW	YU 2-5800	7500	8,7,50, 23,55	"	"	" " " "
		UA	JU 8-2424	6000	9,15,6,10, 53,50c,5	"	"	" " " "
		WA	JU 9-4740	200	6,52,50,50c	"	"	" " " "
		WC	PL 6-8555	150	3	"	"	" " " "
SAN JOSE, CALIF.	SJC	AIRX	CY 2-0434					
		PC	CY 5-5408	200	3,19,54	1.10	2.20	Rc Tc SFO
SAN JUAN, P.R.	SJU	DL	9-0045	200	9	.65	1.35	T AC
		AVINCA	.....	...	7	...	....	.....
		EA	9-0020	6000	10,6,23, 53b,7	.65	1.35	Rc Tc AC
		PAA	3-8000	5500	2,6,50, 53,15	.60	1.50	T AC
		RD	9-0360	10000	1,2,15	...	....	" " "
		TRC	9-0037	4000	4,6,2	...	....	" " "
SAN LUIS OBISPO, CALIF.		AIRX	613-8334					
	PRB	PC	EN 1-1513	...	.....	No Service		.....
SANTA ANA, CALIF.	SNA	AIRX	KI 2-1269					
		BL	KI 5-1146	200	54	.65	1.50	Rc Tc LAX
		LX(E)	KE 5-2633	200	20	...	....	" " "
SANTA BARBARA, CALIF.		AIRX	WO 5-6607					
	SBA	PC	WO 8-5121	Freight service suspended				
		UA	WO 7-1255	200	9	No Service		R T LAX
SANTA FE, N.M.	SAF	AIRX	3-6431					
		CO	YU 3-6397	200	3,22	1.05	1.10	Rc Tc G ELP
SANTA MARIA, CALIF.	SMX	AIRX	WA 5-5500					
		PC	WA 5-8835	200	3,19,54	No Service		Rc Tc LAX
SANTA MONICA, CALIF.	SMO	LX(E)	EX 3-8287	200	20	...	....	Rc LAX
SANTA ROSA, CALIF.	STS	AIRX	LI 6-1882					
		PC	LI 2-7095	200	3,19	No Service		Rc Tc SFO
SARANAC LAKE, N.Y.	SLK	AIRX	SL 189					
		EA	2052	200	19	No Service		Rc Tc MAL
SARATOGA SPRINGS A.F.S.,		N.Y.	.....	See Albany, N.Y.				
SARASOTA, FLA.	SRQ	AIRX	RI 6-3565					
		NA	EL 5-6447	200	9,52	.50	1.00	R Tc TPA
		RD	.....	...	Demand Service			
		EA	355-5179	200	7,9,19, 52	.50	1.00	" " "
SASKATOON, SASK.	YXE	TC	8224	400	13,22	.50	1.00	Rc Tc C
SAULT STE.MARIE, MICH.		AIRX	ME 2-8461					
	INR	CA	ME 2-3371	250	3,4	.50	1.00	Rc Tc G AC
		NO	GY 5-2215	200	3,9	"	"	" " " "
SAULT STE.MARIE, ONT.		TC	AL 6-5666	200	22	.35	.75	Rc Tc C
SAVANNAH, GA.	SAV	AIRX	AD 2-1125					
		DL	AD 3-2067	300	9	.75	1.50	R T G C
		EA	AD 3-6651	200	19	"	"	" " " "
		NA	AD 6-8234	200	9,6	"	"	" " " "
SCOTT A.F.B., ILL.			.....	See St. Louis, Mo.				
SCOTTSBLUFF, NEB.	BFF	AIRX	ME 2-2516					
		FL	ME 5-2067	200	3,9	.55	1.10	Rc Tc DEN
SCHEFFERVILLE,P.Q.	YKL	CBA	.....	400	3	...	.....	.....
SCRANTON, PA.	AVP	AIRX	DI 7-2083	See Wilkes-Barre, Pa.				
SEAL BEACH AMMUNITION DEPOT, CALIF.				See Long Beach, Calif.				
SEATTLE, WASH.	SEA	AIRX	CH 2-4241					
(Seattle-Tacoma)		AS	CH 2-0600	1000	4,6	.60	1.65	Rc Tc G AC
		NW	CH 3-4500	2000	6,10,52, 53b,15a	"	"	" " " "
		PAA	MA 4-2121	1100	6,50,53	"	"	" " " "
		PN	CH 3-1079	...	4,8,16	"	"	" " " "
		TC	CH 2211	300	3	"	"	" " " "
		UA	CH 4-4000	6000	9,6,10,5, 53,50c, 15	"	"	" " " "
		WA	CH 3-5800	200	52,50c	"	"	" " " "
(Boeing Field)		FT	PA 3-5916	10000	1	"	"	" " " "
		WC	PA 5-5500	150	3	"	"	" " " "
SELMA, ALA.	SES	AIRX	TR 4-8101					
		DL	4-7581	200	3	...	....	Rc Tc ATL
SENECA ORDANCE DEPOT, N.Y.			.....	See Ithaca, N. Y.				
SEVEN ISLANDS, QUE.	YZV	TC	.....	600	22	No Service		Rc Tc C
SHARPE GENERAL DEPOT, CALIF.			.....	See Stockton, Calif.				
SHAW A.F.B., S.C.			.....	See Columbia, S. C.				
SHEFFIELD, ALA.	MSL	AIRX	EV 3-6414					
		EA	EV 3-5521	200	9	.35	.75	Rc T HSV
		SO	EV 3-4581	200	3	"	"	" " "
SHELBYVILLE, TENN.	THA	AIRX	MU 4-7732					
		SO	GL 5-5945	See Tullahoma, Tenn.				
SHEPPARD A.F.B., TEX.			.....	See Wichita Falls, Tex.				
SHERIDAN, WYO.	SHR	AIRX	OR 4-4571					
		WA	OR 4-2424	200	6	.50	1.00	Rc Tc GTF
SHERMAN, TEX.	SWI	AIRX	TW 2-6943					
		CH	TW 2-4328	200	3	No Service		Rc Tc DAL
SHREVEPORT, LA.	SHV	AIRX	3-4371					
		BN	ME 1-7451	200	9,5	.65	1.35	Rc T DAL
		DL	6-1831	3000	9,8,19	"	"	" " "
		TT	6-4571	150	3	"	"	" " "
SIDNEY, MONT.	SDY	AIRX	59					
		FL	838	200	3	No Service		Rc T STG
SIDNEY, NEB.	SNY	AIRX	3025					
		FL	3542	200	3	...	....	DEN
SIERRA ORDANCE DEPOT, CALIF.			.....	See Reno, Nev.				
SILVER CITY, N.M.	SVC	AIRX	538-9481					
		FL	538-3021	200	3	No Service		Rc T DUG
SILVER SPRING, MD., NAVAL ORDANCE LAB.				See Washington, D. C.				
SIOUX ORDANCE DEPOT, NEB.			.....	See Sidney, Neb.				
SIOUX CITY, IA.	SUX	AIRX	5-7651					
		BN	8-5553	200	9	.45	.95	R Tc CMA
		NO	8-0591	200	3	"	"	" " "
		OZ	5-6308	200	3,54	"	"	" " "
SIOUX FALLS, S.D.	FSD	AIRX	4-4067					
		BN	4-6051	200	9	.55	1.10	Rc Tc G MSP
		NO	ED 4-9943	200	3	"	"	" " " "
		WA	ED 4-4994	200	6	"	"	" " " "
SMITHERS,B.C.	YYD	CP	.....	200	1,3,6,9	...	....	.....
SOUTH BEND, IND.	SBN	AIRX	AT 9-2441					
		FL	AT 8-4441	Served through Chicago				
		LC	CE 3-5181	150	3	.55	1.30	R T CHI
		NO	CE 2-2067	200	3,9	"	"	" " "
		TW	CE 2-1414	250	8	"	"	" " "
		UA	CE 2-4811	002	6	"	"	" " "
SOUTH WEYMOUTH N.A.S., MASS.			.....	See Boston, Mass.				
SOUTHERN PINES, N.C.	SOP	AIRX	OX 5-3001					
		PI	OX 2-8941	100	3	1.00	1.00	Rc Tc RDU
SPARTANBURG, S.C.	SPA	AIRX	7591					
		DL	7131	200	9	.45	1.10	R T ATL
		EA	3-6326	200	19,9	"	"	" " "
		SO	585-5532	100	3	"	"	" " "
SPOKANE, WASH.	GEG	AIRX	ME 4-1261					
		NW	MA 4-3213	200	6,10,52	60	1.60	R T G C
		UA	TE 8-8222	300	9,10	"	"	" " " "
		WC	RI 7-2255	150	3	"	"	" " " "
SPRINGFIELD, ILL.	SPI	AIRX	SP 4-4821					
		AA	8-3464	250	9	40	1.10	Rc T G C
		OZ	8-9677	200	3,54	"	"	" " " "

U.S.A. AND CANADIAN CITY DIRECTORY

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
SPRINGFIELD, MASS. (Bradley Field)	BDL	AIRX	RE 6-0331					
		AL	ST 8-0959	Served through Hartford, Conn.				
		AA	RE 7-3774	Served through Hartford, Conn.				
		EA	RE 2-6275	Served through Hartford, Conn.				
		FT	RE 4-5675	Served through Hartford, Conn.				
		NE	NA 3-4418	Served through Hartford, Conn.				
		TW	Re 7-4384	Served through Hartford, Conn.				
(Barnes Field)		UA	RE 9-3851	4000	5,9,10, 15	.65	1.25	R Tc
		MO	RE 7-0107	200	3	"	"	R Tc C
SPRINGFIELD, MO.	SGF	AIRX	UN 2-5522					
		AA	4-1871	250	9	.40	1.10	R Tc G MKC
		DL	4-7353	200	9	"	"	" " " "
		OZ	4-6861	200	3,54	"	"	" " " "
SPRINGFIELD, OHIO	SGH	AIRX	FA 3-3791					
		LC	EN 5-6408	See Dayton, Ohio				
STAMFORD, CONN.	SCC	AIRX	DA 3-1138					
		NY	DA 3-8785	200	20	No Service		LGA
STATE COLLEGE, PA.	PSB	AIRX	EL 5-2030					
		AL	DI 2-1670	See Philipsburg, Pa.				
STAUNTON, VA.	SHD	AIRX	TU 6-7064					
		PI	EN 276	100	3	.70	1.40	Rc Tc DCA
STEPHENVILLE, N'FLD.	YJT	TC	5132	1000	13,22	.35	.75	Rc Tc AC
		MAR	3-2144	500	3,1,4	...	....	R T A
STERLING, COLO.	STK	AIRX	LA 2-0324					
		FL	LA 2-5445	200	3	...	....	.....
STEVENS POINT, WISC.	STE	AIRX	DI 4-5410					
		NO	DI 4-2233	200	3	No Service		Rc Tc
STILLWATER, OKLA.	SWO	AIRX	FR 2-8668					
		CN	FR 2-2647	200	3	No Service		Rc Tc DAL
STOCKTON, CALIF.	SCK	AIRX	HO 6-8995					
		PC	HO 6-2361	200	3	.80	1.85	Rc Tc G SFO
		UA	HO 6-9755	300	9	"	"	" " " "
STUART, FLA.	SUa							
		RD	933	6000	Demand Service			
STUTTGART, ARK.	SGT	AIRX	WA 3-5231					
		TT	WA 2-6200	150	3	No Service		Rc Tc MEN
SUDBURY, ONT.	YSB	TC	OS 4-4248	400	22	.50	1.00	Rc Tc C
SUNFLOWER ORDANCE WORKS, KA.		.....	See Kansas City, Mo.					
SUN VALLEY, IDA.	SUN	AIRX	3932					
		WC	340	150	See Hailey, Ida.			
SUPERIOR, WISC.	DLH	AIRX	EX 4-4743					
		NO	EX 2-4755	See Duluth, Minn.				
SWIFT CURRENT, SASK.	YYN	TC	2945	200	3	.70	.75	Rc Tc C
SYDNEY, N.S.	YQY	TC	4546	1000	13,22	.50	1.00	Rc Tc C
SYRACUSE, N.Y.	SYR	AIRX	GL 4-0311					
		AA	GL 4-2423	500	9,5,10,52	.45	1.25	Rc Tc G C
		EA	GR 1-2141	200	7,19,10	"	"	" " " "
		MO	HA 2-1121	200	9,3	"	"	" " " "
TACOMA, WASH.	SEA	AIRX	MA 7-3191					
		WA	BR 2-5188	200	50c,52	.65	1.75	Rc Tc AC
		NW	FU 3-4316	See Seattle, Wash.				
TALLAHASSEE, FLA.	TLH	AIRX	2-8289					
		EA	3-3802	200	19,9	.50	1.50	R T G PFN
		NA	2-4410	200	9	"	"	" " " "
TAMPA, FLA.	TPA	AIRX	2-8355					
		UA	RE 6-5109	...	.....	.75	1.50	R T G AC
		EA	RE 6-2461	200	7,19,9, 52,10, 53b	"	"	" " " "
		DL	RE 7-5154	350	10,53a	"	"	" " " "
		NA	RE 6-9833	400	9,5,6,52, 10	"	"	" " " "
		NE	RE 6-2987	200	6,55	"	"	" " " "
		NW	RE 6-5151	200	52	"	"	" " " "
		RD	RE 6-1351	6000	1	"	"	" " " "
		TC	EN 5-7611	350	13,22	"	"	" " " "
		TW	RE 6-4108	250	7	"	"	" " " "
		ASA	HE 5-2151	...	1	...	....	" " " "
TEMPLE, TEX.	TPL	AIRX	PR 3-2016					
		CO	PR 3-5222	200	3	.55	1.35	Rc Tc G SAT
		TT	PR 8-2777	150	3	"	"	" " " "
TERRACE, B.C.	YXT	CP	152	200	3	.25	.60	Rc
TERRE HAUTE, IND.	HUF	AIRX	C-2396					
		LC	L-6159	150	3	No Service		R Tc EVV
		TW	LI 1234	150	8	"	"	" " "
TETERBORO, N.J.	TEB	AIRX	PR 7-2016	200	19	No Service		LGA
TEXARKANA, ARK.	TXK	AIRX	2-6012					
		TT	2-4517	150	3	.50	1.10	Rc Tc DAL
		BN	2-6562	200	9	"	"	" " "
THIEF RIVER FALLS, MINN.		AIRX	MU 1-3428					
	TVF	NO	MU 1-1223	200	3	No Service		Rc T
TIMMINS, ONT.	YTS	TC	1440	200	22	.55	1.25	Rc Tc C
TINKER A.F.B., OKLA.		.....	See Oklahoma City, Okla.					

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
TOLEDO, OHIO	TOL	AIRX	CH 1-3231					Rc T G C
		DL	HO 7-2369	300	9	"	"	" " " "
		EA	HO 7-2311	200	7,10,19	"	"	" " " "
		FT	CH 4-4276	Served through Detroit, Mich.				
		LC	UN 5-2358	150	3,9	.50	1.60	Rc T G C
		UA	UN 5-5261	400	6,10,3	"	"	" " " "
TOBYHANNA SIGNAL DEPOT, PA.		.....	See Scranton, Pa.					
TOPEKA, KAN.	TOP	AIRX	FL 7-4451					
		CO	EN 6-620	200	3	.55	1.25	R T G MKC
		CN	CE 3-9671	200	3	"	"	" " " "
TORONTO, ONT.	YYZ							
		AA	EM 8-4365	600	9,5,52, 50c	.55	1.25	R T AC
		CP	BU 6-3601	500	14a	.45	1.10	" Tc "
		TC	EM 6-9471	500	12,13,7, 22,53c	.55	1.70	" T A
TRAIL, B.C.	YCG	CP	1388	200	See Castlegar			
TRAVERSE CITY, MICH.		AIRX	WI 6-6825					
	TVC	NO	WI 7-5955	200	3,9	No Service		R T MKG
TRAVIS A.F.B., CALIF.		.....	See San Francisco, Calif.					
TRENTON, N.J.	TTN	AIRX	OW 5-6201					
		AL	TU 2-4100	200	3	1.00	2.00	Rc T PHL
TUCSON, ARIZ.	TUS	AIRX	MA 3-3677					
		AA	MA 3-4911	250	5,10,50c	.80	1.50	R T DUG
		FL	AX 4-2677	200	3,9	"	"	" " "
		TW	MA 3-5438	250	8	"	"	" " "
TULLAHOMA, TENN.	THA	AIRX	GL 5-3970					
		SO	GL 5-5945	100	3	No Service		.....
TULSA, OKLA.	TUL	AIRX	LU 5-8201					
		AA	TE 8-3361	600	9,5,10, 52	.50	1.25	R T G MKC
		BN	TE 5-1561	500	9,5	"	"	" " " "
		CO	TE 5-7677	200	3,5,22	"	"	" " " "
		CN	TE 5-9521	200	3	"	"	" " " "
		TW	TE 5-8431	250	8	"	"	" " " "
TUPELO, MISS.	TUP	AIRX	VI 22371					
		SO	VI 2-8700	100	3	.60	1.20	Rc
TUSCALOOSA, ALA.	TCL	AIRX	PL 8-3693					
		SO	PL 2-3541	100	3	.50	1.00	T
TUSCUMBIA, ALA.	MSL	AIRX	EV 3-6414	See Sheffield, Ala.				
TWIN CITIES ARSENAL, MINN.		.....	See Minneapolis, Minn.					
TWIN FALLS, IDA.	TWF	AIRX	RE 3-3513					
		WC	RE 3-6721	150	3	.50	1.00	Rc Tc GEG
TYLER, TEX.	TYR	AIRX	LY 2-4511					
		TT	4-9379	150	3	.60	1.35	Rc T G DAL
UKIAH, CALIF.	UKI	AIRX	HO 2-4468					
		PC	HO 2-3742	200	3	No Service		Tc
UNALAKEET, ALAS.	UNK	AS	.....	...	.....	No Service		.....
		NC	.....	...	.....	"	"	.....
		WIEN	.....	...	.....	"	"	.....
UNION CITY, TENN.	UCY	SO	TU 5-9121	100	3	No Service		MEM
UNIVERSITY, MISS.	UOX							
		SO	2498	100	3	No Service		.....
URBANA, ILL.	CMI	AIRX	FL 6-0542					
		CE	FL 6-7271	See Champaign, Ill.				
UTICA, N.Y.	UCA	AIRX	4-3141					
		MO	6-9374	200	9,3	.75	1.10	Rc Tc G C
VAL'D OR. QUE	YVO	TC	VA 4-6446	350	22	.50	1.00	Rc Tc C
VALDOSTA, GA.	VLD	AIRX	CH 2-5558					
		SO	CH 2-8945	100	3	.60	1.35	Rc Tc JAX
VANCOUVER, B.C.	YVR	AIRX	TA 2241					
		TC	TA 6301	500	12,13,3, 7,22,53c	.35	1.00	Rc Tc C
		UA	CR 8-2177	400	5,6,9, 10,50c	.45	.85	" " "
		CP	MU 3-9211	500	3,6,9, 14a	.70	1.90	" " "
VENTURA, CALIF.	OXR	AIRX	MI 3-3172	See Oxnard, Calif.				
VERNAL, UTAH	VEL							
		FL	973	200	3	No Service		Rc T DEN
VERO BEACH, FLA.	VRB	AIRX	2324					
		EA	JO 7-3456	200	19	.35	.75	R T PBI
VICKESBURG, MISS.	VKS	AIRX	170					
		SO	636-1047	100	3	.75	1.50	Rc
VICTORIA, B.C.	YYJ	TC	2-5147	300	3	.35	.75	Rc Tc C
VICTORIA, TEX.	ACE	AIRX	HI 3-2361					
		TT	HI -52341	150	3	.50	1.70	Rc SAT
VIRGINIA BEACH, VA.	ORF	.....	See Norfolk, Va.					
VISALIA, CALIF.	VIS	AIRX	RE 4-6837					
		UA	RE 4-9293	200	9	No Service		Rc Tc LAX
WACO, TEX.	ACT	AIRX	PL 4-0162					
		BN	PL 4-3561	200	9	.55	1.40	Rc T G DAL
		CO	PL 4-4618	200	3	"	"	" " " "
WALKER A.F.B., N.M.		.....	See Roswell, N. M					
WALLA WALLA, WASH.	ALW	AIRX	JA 5-7602					
		WC	JA 9-1260	150	3	.75	1.35	R T GEG

Location	Code	Carriers	Telephone	Maximum Weight	Aircraft	Pick Up and Delivery Per 100 Lb.	Pick Up and Delivery Minimum	Surface and Customs Facilities
WARREN, OHIO	YNG	AIRX	EX 9-3676					
		LC	EX 5-6801	See Youngstown, Ohio				
WASHINGTON, D.C.	DCA	AIRX	JA 8-1200					
		AA	EX 3-6460	6000	9,5,15,10, 52,50	.65	1.50	R T G AC
		AL	DI 7-2125	200	3,19,9	"	"	" " " "
		BN	ST 3-6280	500	10	"	"	" " " "
		DL	DI 7-9640	300	9,10,8	"	"	" " " "
		EA	RE 7-6880	200	10,7,19, 52	"	"	" " " "
		LC	ST 3-7521	150	3,9	"	"	" " " "
		NA	DI 7-8905	400	9,5,6,10, 52	"	"	" " " "
		NE	ST 3-3931	200	6,22	"	"	" " " "
		NW	ST 3-9014	200	6,52	"	"	" " " "
		PAA	RE 7-5700	1100	50,53	"	"	" " " "
		PI	DI 7-1800	100	3	"	"	" " " "
		RD	.....	6000	Demand Service			
		TW	ST 3-4221	250	8,7	.65	1.50	" " " "
		UA	ST 3-0895	200	3,6,10, 4,8,22	"	"	" " " "
WATERLOO, IA.	ALO	AIRX	AD 3-5279					
		BN	AD 4-5835	500	9	.55	1.35	Rc Tc PIA
		OZ	AD 2-0042	200	3,54	"	"	" " "
WATERTOWN, N.Y.	ART	AIRX	1598					
		EA	TE 6-3311	200	19	.45	.85	Rc Tc G A
		MO	TE 6-2020	200	9,3	"	"	" " " "
WATERTOWN ARSENAL, MASS.		.....	See Boston, Mass.					
WATERTOWN, S.D.	ATY	AIRX	TU 6-4321					
		NO	TU 6-5729	200	3	No Service		R Tc MSP
WATERVILLE, ME.	WVL	AIRX	TR 2-7722					
		NE	TR 2-2133	200	3	.35	.75	Rc Tc BGR
WATERVLIET ARSENAL, N.Y.		.....	See Albany, N.Y.					
WATSON LAKE, Y.T.	YQH	JP	.....	200	1,3,6,9	...	....	.....
WAUSAU, WISC.	AUW	AIRX	4878					
		NO	VI 5-1195	200	3,9	No Service		Rc Tc
WAYCROSS, GA.	AYS	AIRX	AT 3-1900					
		EA	3400	200	19,9	No Service		Rc T JAX
WAYNESBORO, VA.	SHD	AIRX	WH 3-6501					
		PI	EN 276	See Staunton, Va.				
WENATCHEE, WASH.	EAT	AIRX	NO 2-2903					
		WC	TU 4-5053	150	3	No Service		Rc T SEA
WEST PALM BEACH, FLA.	PBI	AIRX	TE 2-3717					
		DL	JU 5-0621	200	10	.40	1.35	R T G AC
		EA	OV 3-0036	200	7,9,52, 10,19	"	"	" " " "
		NA	OV 3-1255	200	9,52	"	"	" " " "
		RD	OV 3-4771	6000	1,15,2	"	"	" " " "
WESTFIELD, MASS.	BAF	AIRX	RE 6-0331	See Springfield, Mass.				
WESTOVER A.F.B., MASS.		.....	See Springfield, Mass.					
WHEELING, W.VA.	HLG	AIRX	CE 2-4512					
		AL	CR 7-3160	200	3,19	.50	1.10	Rc Tc G PIT
		LC	CR 7-1717	150	3,9	"	"	" " " "
WHITEHORSE, Y.T.	YXY	PAA	2211	550	6	...	....	T C
		CP	2211	500	3,6,9	...	....	Rc Tc C
WHITE PLAINS, N.Y.	HPN	AIRX	9-4024					
		MO	8-5555	200	3	.60	1.20	Rc LGA
		NY	.....	200	20	"	"	" "
WHITE RIVER JCT.,VT.	LEB	AIRX	WRJ - 5					
		NE	LEB 1040	200	3,6	No Service		Rc Tc BTV
WHITE SANDS MISSILE RANGE, N.M.		.....	See El Paso, Tex.					
WICHITA, KAN.	ICT	AIRX	AM 7-4331					
		BN	WH 3-3284	2000	9,1,5,52	.60	1.20	R T MKC
		CO	WH 3-4241	200	22,5	"	"	" " "
		CN	WH 3-3275	200	3	"	"	" " "
		TW	AM 5-9613	250	8,7	"	"	" " "
WICHITA FALLS, TEX.	SPS	AIRX	3-5152					
		BN	322-4520	200	9	.75	1.50	R T DAL
		CO	322-3161	200	3	"	"	" " "
WILKES-BARRE, PA.	AVP	AIRX	VA 3-4161					
		AA	CL 4-6708	250	9	.80	1.75	Rc Tc PHL
		AL	CL 7-9160	200	3,19	"	"	" " "
		EA	CL 4-4649	200	19	"	"	" " "
		TW	CL 5-1171	250	8	"	"	" " "
WILKINS A.F.S., OHIO		.....	See Mansfield, Ohio					
WILLIAMS LAKE, B.C.	YWL	CP	.....	200	1,3,6,9	...	....	.....
WILLIAMS, A.F.B., ARIZ.		.....	See Phoenix, Ariz.					
WILLIAMSPORT, PA.	IPT	AIRX	9104					
		AL	WI 8-2416	150	3,19	.60	1.30	R Tc PIT
		UA	368-8635	150	3	"	"	" " "
		TW	8-8683	250	8	"	"	" " "
WILLSTON, N.D.	ISN	AIRX	GR 3-3212					
		FL	GR 3-6019	200	3	No Service		R T GFK
WILLOW GROVE N.A.S., PA.		.....	See Philadelphia, Pa.					
WILMINGTON, CALIF. (E)		LX	.....	200	20	...	....	LAX
WILMINGTON, DEL.	ILG	AIRX	GL 6-8577					
		AL	EA 8-3190	200	3	.65	1.55	R T C
		EA	EA 8-5671	200	19	"	"	" " "
WILMINGTON, N.C.	ILM	AIRX	NA 2-1831					
		NA	RO 3-6262	200	9	.55	1.50	R Tc G C
		PI	RO 3-1606	100	3	"	"	" " " "
WINDSOR, ONT.	YQG	AA	WO 5-1000	Served through Detroit, Mich.				
		TC	CL 4-1111	300	22	.50	1.00	Rc Tc C
WINNIPEG, MAN.	YWG	AIRX	WH 2-6437					
		CP	WH 3-8421	500	14a	.35	1.00	Rc Tc C
		TC	93-9361	1000	12,13,3, 22,53c	"	"	" " "
		NW	SP 4-4438	200	6,10	"	"	" " "
WINONA, MINN.	ONA	AIRX	3942					
		NO	8-2144	200	3	No Service		Rc Tc
WINSLOW, ARIZ.	INW	AIRX	501					
		FL	289-2811	200	3	No Service		Rc Tc DUG
WINSTON-SALEM	INT	AIRX	PA 4-3691					
		UA	PA 4-9382	150	3,22	.55	1.10	R T G C
		EA	PA-6071	200	19,7,9	"	"	" " " "
		PI	PA 5-0511	100	3	"	"	" " " "
WISCONSIN RAPIDS, WIS.		AIRX	HA 3-0360					
		STE	NO	DI 4-2233	See Stevens Point, Wis.			
WOLF POINT, MONT.	OLF	AIRX	33					
		FL	666	200	3	No Service		Rc T GTF
WORCESTER, MASS.	ORH	AIRX	PL 5-6161					
		MO	FL 7-6367	200	9,3	.45	1.45	R Tc G C
		NE	SW 9-4431	200	3,6	"	"	" " " "
WORLAND, WYO.	WRL	AIRX	FI 7-2392					
		FL	FI 7-2142	200	3	No Service		Rc Tc OTF
WORTHINGTON, MINN.	OTG	AIRX	376-3160	200	3	No Service		Rc Tc
WRIGHT PATTERSON A.F.B., OHIO		.....	See Dayton, Ohio					
YAKIMA, WASH.	YKM	AIRX	GL 7-5157					
		NW	GL 3-9934	200	6,52	.65	1.30	R T G SEA
		WC	CH 8-3104	150	3	"	"	" " " "
YAKUTAT, ALAS.	YAK							
		PN	4	200	16	.60	1.00	.....
YANKTON, S.D.	YKN	AIRX	NO 5-2673					
		NO	NO 5-7109	200	3	No Service		Rc Tc
YARMOUTH, N.S.	YQI	TC	1287	300	22	.50	1.00	Rc Tc C
YORK NAVAL ORDANCE PLANT, PA.		.....	See Harrisburg, Pa.					
YORKTON, SASK.	YQV	TC	34611	200	3	.35	.75	Rc Tc C
YORKTOWN NAVAL WEAPONS STATION, VA.			See Newport News, Va.					
YOUNGSTOWN, OHIO	YNG	AIRX	RI 3-5121					
		LC	LI 5-2511	150	3	.50	1.60	R Tc G CAK
		UA	LI 5-9744	400	6,5,3,4	"	"	" " " "
YUBA CITY, CALIF.	MYV	AIRX	SH 3-6390					
		PC	.....	See Marysville, Calif.				
YUMA, ARIZ.	YUM	AIRX	SU 3-3831					
		EL	SU 2-1871	200	54	.45	.85	R Tc SAN
ZANESVILLE, OHIO	ZZV	AIRX	GL 2-5459					
		LC	GL 2-7561	150	3	.80	1.60	Rc

AIRCRAFT LOADING CHARTS

Aircraft	Chart No.	Page No.
Curtiss C-46 (All Cargo)	1	G-17
Curtiss C-46 (Super D-46)	1A	G-17
Douglas C-54	2	G-18
Douglas DC-3	3	G-19
Douglas DC-4	4	G-20
Douglas DC-6	5	G-20
Douglas DC-6B	6	G-21
Lockheed Super Constellation (Comb.)	7	G-21
Lockheed Constellation 749H (All Cargo)	7A	G-19
Lockheed Constellation	8	G-21
Consolidated Convair	9	G-22
Douglas DC-7, 7-B, 7-C	10	G-21
Boeing Stratocruiser	11	G-22
Canadair North Star (All Cargo)	12	G-22
Canadair North Star (Comb.)	13	G-23
Douglas C-47 (All Cargo)	14	G-23
Bristol Britannia	14A	G-23
Douglas DC-6A, DC-7F	15	G-23
Douglas DC-6A (Comb.)	15A	G-23
Lockheed Constellation Speedpak	16	G-24
Smith Curtiss Commuter	18	G-24
Martin	19	G-24
Sikorsky S-55	20	G-24
Vertol 44	21	G-24
Viscount	22	G-24
Lockheed Super Constellation (All Cargo)	23	G-24
Lockheed Jetstream Constellation (1649 All Cargo)	23	G-24
Fairchild C-82	24	G-24
Boeing 707	50	G-25
Boeing 720	50C	G-24
DeHaviland Comet IV	51	G-25
Lockheed Electra	52	G-25
Douglas DC-8	53,53A,53B	G-25
Douglas DC-8	53C	G-17
Fairchild F-27 (See DC-3 chart)	54	G-25
Convair 880	55	G-19

1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

SECOND DIMENSION (IN INCHES)

	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
78	110	110	110	102	68	
84	102	102	102	94	61	
90	90	90	90	84	54	
96	86	86	86	79		

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

1-A CURTISS C-46R (All Cargo)

APPLICABLE TO DL ONLY

WIDTH (INCHES) / HEIGHT (INCHES)

INCH	8	12	16	20	24	28	32	36	40	44	48	54	56	60	63	66	69	72
14	389	389	389	389	389	389	389	389	389	389	389	337	221	221	184	122	94	74
18	342	342	342	342	342	342	342	342	342	342	342	294	198	198	168	114	84	63
22	309	309	309	309	309	309	309	309	309	309	309	259	259	182	151	103	73	54
26	278	278	278	278	278	278	278	278	278	278	278	236	170	170	139	96	66	49
30	247	247	247	247	247	247	247	247	247	247	247	212	156	156	123	87	57	43
34	223	223	223	223	223	223	223	223	223	223	223	193	144	144	109	78	49	*
38	206	206	206	206	206	206	206	206	206	206	206	177	134	134	99	70	44	*
42	192	192	192	192	192	192	192	192	192	192	192	162	122	122	87	63	*	*
46	176	176	176	176	176	176	176	176	176	176	176	151	112	112	75	56	*	*
50	165	165	165	165	165	165	165	165	165	165	165	141	104	104	61	51	*	*
54	151	151	151	151	151	151	151	151	151	151	151	132	96	96	49	45	*	*
58	139	139	139	139	139	139	139	139	139	139	139	123	55	55	49	*	*	*
62	130	130	130	130	130	130	130	130	130	130	130	109	55	55	48	*	*	*
66	120	120	120	120	120	120	120	120	120	120	120	84	55	55	47	*	*	*
70	111	111	111	111	111	111	111	111	111	111	111	66	55	55	45	*	*	*
74	99	99	99	99	99	99	99	99	99	99	99	66	55	55	45	*	*	*
78	75	75	75	75	75	75	75	75	75	75	75	66	54	54	45	*	*	*
82	75	75	75	75	75	75	75	75	75	75	75	66	54	54	*	*	*	*
86	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
90	75	75	75	75	75	75	75	75	75	75	75	65	54	54	*	*	*	*
94	75	75	75	75	75	75	75	75	75	75	75	64	*	*	*	*	*	*
98	74	74	74	74	74	74	74	74	74	74	74	63	*	*	*	*	*	*
102	73	73	73	73	73	73	73	73	73	73	73	63	*	*	*	*	*	*
108	72	72	72	72	72	72	72	72	72	72	72	62	*	*	*	*	*	*

53C DOUGLAS DC-8

	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3 A	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
B	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
C	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292	292	291
6 A	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
B	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289	289	287
C	296	295	294	293	292	292	291	291	291	291	290	290	290	289	289	289	287
9 A	294	270	258	246	243	240	237	236	232	229	226	224	222	220	217	215	209
B	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
C	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217	215	209
12 A	294	258	240	220	214	208	202	198	192	188	186	183	181	179	117	175	170
B	294	254	224	205	199	194	189	185	181	178	174	171	168	166	163	160	154
C	294	254	224	205	199	194	189	185	181	178	174	171	168	165	163	160	154
15 A	293	258	203	175	171	167	163	161	158	156	154	152	150	149	148	147	145
B	293	247	203	170	161	153	146	140	130	131	127	124	121	119	117	115	110
C	293	247	203	170	161	153	146	140	135	132	131	131	130	130	130	130	128
18 A	286	240	194	168	164	161	157	154	151	149	146	144	142	140	138	136	132
B	286	236	194	160	148	140	134	128	124	121	118	116	113	111	110	109	106
C	286	236	194	160	148	140	134	129	128	127	127	126	126	125	123	122	120
21 A	275	232	184	159	154	150	146	142	139	136	133	130	128	126	124	122	116
B	275	224	184	146	134	126	121	118	114	112	110	108	106	105	104	103	102
C	275	224	184	146	134	130	128	126	124	123	122	121	120	118	117	116	109
24 A	271	220	178	154	148	144	140	136	132	128	124	121	118	115	112	108	101
B	271	216	176	126	118	114	110	108	108	104	102	101	100	99	98	98	98
C	271	216	176	132	128	126	123	121	120	118	117	116	114	112	110	106	101
27 A	254	214	164	140	131	126	122	117	113	108	104	101	98	96	94	92	90
B	254	200	144	112	108	104	101	99	97	95	94	93	92	91	90	90	90
C	254	200	144	122	118	117	114	109	104	100	100	100	100	98	97	96	94
30 A	234	183	148	128	120	107	94	89	87	87	87	87	86	84	83	82	79
B	234	180	123	102	97	93	91	89	87	87	87	87	86	84	83	82	79
C	234	180	123	106	103	100	98	97	96	95	94	93	92	91	88	86	81
33 A	218	164	128	102	87	83	81	80	79	78	78	77	76	76	75	74	70
B	218	140	108	91	87	83	81	80	79	78	78	77	76	76	75	74	70
C	218	140	108	92	88	86	84	83	83	83	82	82	81	80	78	76	72
36 A	195	136	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
B	195	120	95	79	75	72	70	70	70	70	70	69	68	68	66	65	60
C	195	120	95	79	75	72	70	70	70	70	70	69	68	68	67	66	62

Length Restricted To Inches at Intersection of Height and Width

LINE A - Applicable only to TCA
LINE B - Applicable only to ALITALIA
LINE C - Applicable only to PAA

2 DOUGLAS C-54

HEIGHT OR WIDTH (IN INCHES) — WIDTH OR HEIGHT (IN INCHES)

H/W	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4		550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	548
10					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	541
12						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	538	535	530	521	517
14							550	550	550	550	550	550	550	550	550	550	550	550	550	550	544	531	521	514	503	493	486
16								550	550	550	550	550	542	539	536	533	531	525	523	520	508	498	487	480	471	462	456
18									550	550	550	537	528	518	510	505	500	491	483	480	470	463	453	447	439	429	420
20										550	536	521	509	498	489	482	476	467	461	455	445	434	452	417	408	396	389
22											518	502	488	478	469	462	456	449	441	435	424	412	400	391	380	369	356
24												485	470	460	450	442	435	428	419	411	401	389	377	366	354	343	331
26													457	445	434	423	415	403	394	387	377	368	357	346	334	321	310
28														427	413	400	389	375	365	358	349	342	332	322	311	301	294
30															397	383	370	357	346	335	328	321	312	303	294	286	278
32																367	355	344	331	320	311	303	294	287	279	272	266
34																	342	330	317	306	296	287	280	273	266	260	254
36																		316	305	292	283	275	268	262	256	249	244
38																			293	280	272	265	258	252	245	238	232
40																				270	263	255	248	242	235	228	221
42																					255	247	239	232	226	219	211
44																						239	230	223	216	209	202
46																							222	214	207	200	192
48																								206	199	190	184
50																									191	183	176
52																										176	169
54																											163
56																											
58																											
60																											
62																											
64																											
65																											

HEIGHT OR WIDTH (IN INCHES) — WIDTH OR HEIGHT (IN INCHES) — WIDTH ONLY (IN INCHES)

H/W	56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
4	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	130
6	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	127
8	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	124
10	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125	123	121
12	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124	122	120
14	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122	120	119
16	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123	121	119	118
18	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121	120	118	117
20	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119	117	116
22	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118	117	116	115
24	317	304	290	275	161	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117	116	115	114
26	299	286	273	260	248	230	190	150	143	138	134	130	127	126	125	123	122	121	120	119	118	117	116	115	114	113	112
28	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114	113	112	111
30	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113	112	111	110
32	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	115	114	113	112	111	110	109
34	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	113	112	111	110	110	109	108
36	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	111	110	109	108	108	107
38	225	216	208	201	192	182	156	139	133	128	124	121	118	117	115	114	113	112	111	111	110	109	108	107	107	106	105
40	214	207	199	192	184	175	153	138	132	127	123	120	117	116	114	113	112	111	110	110	109	108	107	106	106	105	104
42	205	198	191	184	176	168	150	137	131	126	122	119	116	115	113	112	111	110	109	108	108	107	106	105	104	103	102
44	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103	102	101	100
46	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	110	109	108	106	105	104	103	102	101	101	100	99
48	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	101	100	99	99
50	170	164	159	153	157	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100	100	99	98
52	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100	99		
54	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	103	102	101	100				
56	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	103	102	102	101	100					
58		142	138	134	129	127	122	119	116	113	110	108	106	105	105	104	104	103	102	101	100						
60			134	130	125	123	119	116	113	111	109	107	105	104	103	102	101	100	99	99							
62				126	121	119	115	112	109	107	105	103	101	100	99	98	97	96	95								
64					117	114	110	107	105	102	100	98	96	95	94	93											
65						111	108	105	102	100	98	95	94	93													

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

3 DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:

Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN.....23"x28"x44"
CP.....24"x28"x357"
56"x56"x 99"
24"x60"x181"

LC..... 20"x24"x44"
FL ..... 36"x44"x86"
NE, PC ..... 28"x 40"x44"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	34	34	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33	33	33	33	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32	32	32	32	32	32	32	32
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	36	31	31	31	31	31	31	31	31	31	31	31		
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	33	33	33	33	33	30	30	30	30	30	30		
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	29	29	29	29	29	29	29	29	29	29	29		
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	25	25	25	25	25	25	25	25	25	25	25		
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36													

7A CONSTELLATION 749H (ALL CARGO)

PACKAGE WIDTH IN INCHES

HEIGHT IN INCHES	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102	108
12	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
24	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
36	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
48	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114	105	97
54	540	540	452	361	298	255	223	201	177	164	152	137	126	118	110	103	97	91
60	540	446	360	300	258	223	197	173	155	142	131	120	112	105	99	93	89	87
66	412	330	278	238	208	183	162	146	133	123	115	106	100	94	89	85	81	79
70	337	281	243	210	185	164	146	133	122	113	107	99	93	88	84	80	78	75

PACKAGE LENGTH IN INCHES FIND LENGTH AT INTERSECTION OF HEIGHT & WIDTH

CLEAR AREA OF DOOR 108" WIDE & 74" HIGH

55 CONVAIR 880

Width (Inches) / Height (Inches)	4	8	12	16	20	24	28	32	34
	Package Length (Inches)								
28	136	125	116	106	97	88	79	70	
24	149	139	129	119	110	100	90	80	75
20	154	146	137	129	119	110	100	89	84
16	158	153	146	138	129	118	107	94	86
12	160	158	151	142	132	122	110	97	90
8	160	160	158	151	141	124	112	103	99
4	160	160	160	158	148	126	114	105	102

4 DOUGLAS DC-4

LINE A applies to: CA, KL,
LINE B applies to: NW

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	4	6	8	10	12	14	16	18	20	22	24	26	28
4	A	86												
	B	72												
12	A	86	86	86	86	86								
	B	72	72	65	65	60								
14	A	86	86	86	86	86	86							
	B	72	72	65	65	60	57							
16	A	86	86	86	86	86	86	86						
	B	65	65	65	65	60	57	55						
18	A	86	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55	52					
20	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
22	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	47			
24	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
26	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
28	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
30	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
32	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
34	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
36	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
38	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
40	A	86	86	86	86	86	86	86	86	76	71	67	64	—
	B	65	65	65	65	60	57	55	52	50	47	45	42	40
42	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
44	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
46	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	—		
48	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	—			
50	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
52	A	86	86	86	86	86	86	86	—					
	B	65	65	65	65	60	57	55	52					
54	A	86	86	86	86	86	—	—						
	B	65	65	65	65	60	57	55						
56	A	86												
	B	—												

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

DOUGLAS DC-6 5

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	A	150														
	B	150														
	C	150														
4	A	150	150													
	B	150	150													
	C	150	150													
6	A	150	150	150												
	B	150	150	150												
	C	150	150	150												
8	A	150	150	150	150											
	B	150	149	149	149											
	C	150	150	150	150											
10	A	150	150	150	150	150										
	B	150	143	140	137	133										
	C	150	150	150	150	150										
12	A	150	150	150	150	150	146									
	B	150	138	133	128	124	122									
	C	150	150	150	150	150	146									
14	A	150	150	150	150	150	146	131								
	B	144	131	124	119	118	116	114								
	C	150	150	150	150	150	146	131								
16	A	150	150	150	150	150	146	127	118							
	B	131	122	117	115	112	109	108	108							
	C	150	150	150	150	150	142	127	117							
17	A	150	150	150	150	150	136	123	116	107						
	B	120	115	107	107	106	105	104	104	104						
18	C	150	150	150	150	135	123	121	111	105						
19	A	150	150	150	150	138	128	120	114	101	98					
	B	112	107	105	103	102	101	100	100	99	98					
20	C	150	150	150	142	131	110	104	98	95	90					
21	A	150	150	150	148	130	118	116	106	96	94	86				
	B	104	100	98	97	97	97	96	96	95	94	86				
22	C	150	150	147	130	125	103	98	92	90	84	81				
23	A	150	150	143	127	121	110	105	98	94	90	82	78			
	B	96	94	94	93	93	93	92	92	91	90	82	74			
24	C	150	147	138	123	115	96	91	88	84	78	74	71			
25	A	148	148	138	123	113	100	95	93	91	83	79	73	67		
	B	92	90	90	89	89	88	88	88	87	87	78	70	52		
26	C	147	143	128	116	110	90	84	81	79	73	73	71	67		
27	A	147	147	128	115	98	91	90	87	85	77	73	72	67	67	
	B	87	86	85	85	85	84	83	83	82	81	73	66	52	52	
28	C	143	130	118	103	95	85	82	77	75	73	73	71	—	67	40
29	A	143	128	118	108	94	89	87	84	83	76	71	71	67	67	
	B	82	81	80	80	80	79	79	78	78	69	69	52	52	52	
30	C	133	118	108	95	89	80	76	72	71	67	63	58	43		
31	A	123	108	96	90	82	80	77	77	75	73	71	71	67	67	
	B	77	77	76	75	75	75	74	74	73	72	65	57	52	52	
32	C	123	108	92	90	82	76	70	69	67	63	58	54	41		
34	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67	
	B	72	72	72	71	71	70	69	69	68	67	61	54	52	52	
	C	110	96	86	80	76	72	68	66	65	60	56	52	39		
35	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
36	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67	
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52	
	C	103	84	75	73	71	69	66	64	61	58	53	48	38		
38	A	88	78	73	73	73	73	73	73	73	73	71	71	67	67	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52	
	C	88	75													
40	A	78	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
	C	75														
43	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53	
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
47	A	75	75	73	73	73	73	73	63	63	59	59				
	B	52	52	52	52	52	52	52	52	52	52	52	52	52		
51	A	73	73	73	73	73	73	73	73							
	B	52	52	52	52	52	52	52	52	52						
55	A	51	51	51	51	51	51	51	51							
	B	52	52	52	52	52	52	52	52							

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

6 DOUGLAS DC-6B

LINE A applies to: AA, CP, WA
LINE B applies to: CO, KL, SAS
LINE C applies to: LAN, NA, NE, NW, PAA, SAB, SR, UA

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	Line	3	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	28	30	32	34
3	A	211																				
	B	200																				
	C	200	200	200	200	184	175	166	158	149	142	137	131	126	120	111	104	100				
6	A	211	211																			
	B	200	200																			
	C	200	200	200	200	193	168	161	153	147	141	135	128	121	116	112	105	97	91			
9	A	211	211	195																		
	B	200	200	195																		
	C	200	200	195	169	150	144	139	135	128	123	117	113	108	104	94	89	82				
12	A	211	193	186	158																	
	B	190	190	186	158																	
	C	190	190	186	158	141	135	129	124	118	113	109	106	101	97	92	81	74				
15	A	184	168	160	142	127																
	B	168	168	160	142	127																
	C	168	168	160	142	127	122	118	114	109	104	101	98	94	90	79	72	67				
18	A	175	161	144	135	122	121															
	B	175	161	144	135	122	121															
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
17	A	166	153	139	129	118	116	113														
	B	166	153	139	129	118	116	113														
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
18	A	158	147	135	135	124	114	111	108	105												
	B	150	150	135	123	114	111	108	105	101												
	C	150	150	135	123	114	111	108	105	101	97	95	91	87	84	77	69	60				
19	A	149	141	128	118	109	106	103	101	94												
	B	149	141	128	118	109	106	103	101	94												
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
20	A	142	135	123	113	104	101	99	97	92	90											
	B	142	135	123	113	104	101	99	97	92	90											
	C	—	—	—	—	—	—	—	—	—	—											
21	A	137	128	117	109	101	96	95	94	90	87	84										
	B	124	124	116	108	99	96	95	94	90	89	89										
	C	124	124	116	108	99	96	95	94	90	89	89	82	79	77	68	61	54				
22	A	131	121	113	106	98	95	92	91	88	85	82	78									
	B	131	121	113	106	98	95	92	91	89	89	89	89									
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
23	A	126	116	108	101	94	91	89	87	84	81	79	76	74								
	B	126	116	108	101	94	91	89	89	89	89	89	89	85								
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
24	A	120	112	104	97	91	88	86	84	81	78	76	74	72	70							
	B	112	112	104	96	91	89	89	89	89	89	89	89	85	85							
	C	112	112	104	96	91	88	86	84	81	78	76	74	72	70	61	54	48				
25	A	111	105	101	95	88	85	83	81	78	76	74	72	70	68	61						
	B	111	105	101	95	89	89	89	89	89	89	89	89	85	85	76						
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
28	A	104	102	98	92	85	82	81	79	76	74	72	70	68	66	57	53					
	B	104	102	94	92	89	89	89	89	89	89	89	89	89	89	85	76	76				
	C	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
27	A	100	99	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
	B	100	99	95	89	89	89	89	89	89	89	89	88	85	85	76	76	70				
	C	99	98	95	89	82	79	78	77	74	72	70	69	66	64	53	49	43				
30	A	89	88	86	80	74	72	72	71	69	67	65	63	61	58	49	43	39				
	B	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
	C	88	88	86	80	74	72	72	71	69	67	65	63	61	59	48	43	39				
33	A	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
	B	89	89	89	89	89	89	89	89	89	89	89	88	82	82	74	74	69	69	67		
	C	80	80	79	75	70	68	67	66	64	62	60	57	54	53	45	41	36				
36	A	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
	B	89	89	89	89	89	89	89	89	89	89	89	88	81	81	74	74	68	68	67	63	
	C	71	71	71	69	66	64	62	61	59	58	56	53	50	48	42	38	34				
40	B	89	89	89	89	89	89	88	89	89	89	89	89	87	78	78	73	73	67	67	66	63
44	B	89	88	89	89	89	89	89	89	89	89	89	89	87	78	78	72	72	66	66	65	63
48	B	89	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	65	65	64	63
52	B	89	89	89	89	89	89	89	89	89	89	89	89	86	77	77	71	71	64	64	63	63
56	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63
60	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63
64	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63
68	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63
72	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63
76	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63
80	B	89	89	89	89	89	89	89	89	89	89	89	89	85	76	76	70	70	64	64	63	63

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

7 LOCKHEED SUPER CONSTELLATION (COMBINATION)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		2	4	6	8	10	12	13	14	16	18	20	21	22	24	25	26	28	29	30	32	34	39	40
2	A	312	300	202	197	158	142		128	117	110	107	105	71	65		59	54			49	44	39	
	B	312					300	300		300	300		300		300	300		300	120	100			100	100
3	B	312					300	226		220	220		200		200	200		200	111	100			100	100
4	A	310	300	202	197	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					200	200		200	200		200		200	200		200	111	100			100	100
6	A	310	300	202	197	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					202	170		170	170		170		170	170		170	101	100			100	100
8	A	310	300	202	197	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					177	152		152	152		152		152	152		152	100	100			100	100
9	B	300					158	137		137	137		137		137	137		137	100	100			100	100
10	A	310	300	202	197	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					158	137		127	127		127		127	127		127	100	100			100	100
12	A	310	300	202	197	158	142		128	117	110	107	105	68	63		58	52		47	42			
	B	300					142	128		124	124		124		124	124		124	100	100			100	100
13	A	310	295	197	194	156	139		126	116	109	107	104	65	60		55	50		45	41			
	B	300					128	114		114	114		114		114	114		114	100	100			100	100
14	A	300	295	197	194	156	139		126	116	109	105	104	65	60		55	50		45	41			
	B	300					128	114		114	114		114		114	114		114	100	100			100	100
15	B	300					126	114		108	108		108		108	108		108	100	100			100	100
16	A	300	263	193	171	153	139		124	115	109	105	103	65	60		55	50		45	41			
	B	300					124	114		108	108		108		108	108		108	100	100			100	100
17	B	300					124	114		106	106		106		106	106		106	100	100			100	100
18	A	300	234	190	168	150	135		122	113	108	104	103	65	60		55	50		45	41			
	B	300					125	114		108	104		104		104	104		104	100	100			100	100
19	A	300					124	114		108	104		103		101	101		101	60	60			60	60
20	A	300	225	186	165	147	133		121	112	107	104	102	65	60		55	50		45	41			
	B	300					124	114		108	104		103		101	101		101	60	60			60	60
21	A	300	218	181	162	144	130		119	111	106	103	102	65	60		55	50		45	41			
	B	300					124	114		108	104		100		100	100		100	60	60			60	60
22	A	300	218	181	162	144	130		119	111	106	103	102	57	52		48	43		42				
	B	300					124	114		108	104		100		80	80		80	42	42			29	
23	B	300					124	114		108	104		100		52	48		43	42	42			29	
24	A	300	212	177	158	141	128		118	110	105	102	101	57	52		48	43		42				
	B	300					124	114		108	104		100		52	48		43	42	42			29	
25	B	300					124	114		108	104		100		48	29		29	29	29			29	
26	A	300	206	174	155	149	126		116	109	104	101	101	29	29		29	29		29				
	B	300					124	114		108	104		100		48	29		29	29	29			29	
28	A	300	200	170	152	137	124		114	108	104	101	100	29	29		29	29						
	B	300					124	114		108	104		100		45	29		29	29	29			29	
29	A	295	111	101	93	85	78		72	68	65	63		29	29		29	29						
30	A	96	90	85	80	76	70		67	67	57	29		29	29		29	29						
34	A	87	80	75	71	67	64		61	59	57	29		29	29		29	29						
39	A	56	55	54	54	53	52		52	51	51	29		29	29		29	29						

A-applicable only to TCA
B-Not applicable to TCA

FIND LENGTH (IN INCHES) AT INTERSECTION OF LENGTH AND WIDTH

8 LOCKHEED CONSTELLATION (For Lockheed SPEEDPAK See Table 16)

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
2	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
4	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
6	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
8	170	170	170	170	170	170	170	170	165	160	150	130	110	95	85	75	70	68	55
10	170	170	170	170	170	170	170	165	165	155	145	130	110	95	85	75	70	60	55
12	170	170	170	170	170	170	170	165	160	155	145	125	110	95	85	75	70	60	55
14	170	170	170	170	170	170	170	165	160	155	140	125	105	95	85	75	70	60	55
16	170	170	170	170	170	170	145	135	130	120	115	110	105	105	90	80	75	70	60	55
18	170	170	170	170	170	155	145	135	125	120	115	110	105	95	85	80	70	68	60	55
20	170	170	170	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	
22	170	170	170	170	170	150	140	135	125	120	115	110	105	95	85	75	70	68	60	
24	170	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
26	170	170	170	170	170	145	140	130	120	115	115	105	105	95	85	75	70	60		
28	170	170	170	170	170	145	135	130	120	115	115	105	95	90	80	75	68	60		
30	170	170	170	170	170	150	140	135	125	120	115	110	105	95	90	80	70	68	60	
32	170	170	170	170	170	145	140	130	120	120	115	105	105	95	85	75	70	60	55	
34	170	170	170	155	145	135	130	120	115	115	105	105	95	80	70	68	60	55		
36	170	170	170	155	140	135	125	120	115	110	105	95	85	80	70	68	60	55		
38	170	170	155	145	135	125	120	115	110	105	95	95	80	70	68	60				
40	170	146	135	130	120	115	110	105	100	90	85	75	68	60	55					
41	170	145	135	130	120	115	110	105	95	90	80	70	68	60	55					

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

10 DOUGLAS DC-7, 7-B, 7-C

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	8	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27
3	*211	210	188	177	169	161	153	148	142	136	129	123	117	114	111	108
6	211	191	172	163	156	149	142	136	131	126	121	115	109	105	101	97
9	189	173	158	150	144	137	131	126	121	116	111	106	101	97	92	87
12	170	156	143	137	132	126	120	116	111	106	102	98	94	89	83	77
15	152	140	129	124	120	115	112	105	101	97	94	90	86	80	74	68
18	136	126	116	112	108	103	99	96	92	89	85	82	79	72	66	60
21	120	111	103	100	97	93	90	87	85	83	79	76	72	66	60	54
24	105	98	91	90	87	84	81	80	78	76	72	69	65	59	54	49
27	93	88	83	81	78	76	74	73	71	70	67	63	59	54	50	45
Width 30	87	83	79	76	74	71	69	68	66	65	62	58	54	49	45	41
only (in 33	83	79	76	73	71	69	67	64	62	60	57	53	49	45	41	38
inches) 36	80	77	75	70	69	67	65	62	59	56	53	49	45	42	38	34

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

*Maximum length of 235 inches applicable to the DC-7C.

9 CONSOLIDATED CONVAIR AL, NA, TW only

Second Dimension (In Inches) \ First Dimension (In Inches)	5	10	15	20	25	30	35	40	45
5	80	80	80	80	80	80	80	80	80
10		80	80	80	80	80	80	80	80
15			72	75	75	75	75	75	73
20				70	70	70	70	70	70
25					60	70	70	70	55
30						55			

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

CONSOLIDATED CONVAIR

FIRST DIMENSION (IN INCHES) / SECOND DIMENSION (IN INCHES)

LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
2 A	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98
2 B	96	96	96	96	96	96	96	96	96	96	91	86	78	78	73	73	73	73	73	73	73	73	73	–
2 C	108	108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
2 D	96	96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	73
4 A		96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96	96
4 B		96	96	96	96	96	96	96	96	96	91	86	78	73	73	73	73	73	73	73	73	73	73	–
4 C		108	108	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105	105
4 D		96	96	96	96	96	96	96	96	90	84	76	73	73	73	73	73	73	73	73	73	73	73	73
6 A			94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94	94
6 B			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	–
6 C			105	105	105	105	105	105	105	105	105	105	104	104	104	104	104	104	96	96	96	96	96	96
6 D			96	96	96	96	96	96	89	85	75	73	73	73	73	73	73	73	73	73	73	73	73	73
8 A				92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92	92
8 B				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	–
8 C				105	105	105	105	105	105	105	105	105	105	96	96	96	96	96	96	88	88	88	88	88
8 D				94	94	94	94	90	84	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73
10 A					90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90	90
10 B					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
10 C					102	102	102	102	102	102	102	102	90	90	90	90	90	90	80	80	80	80	80	80
10 D					89	89	89	80	75	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
12 A						88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88
12 B						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
12 C						93	93	93	93	93	93	93	84	84	84	84	84	84	80	80	80	80	80	80
12 D						84	84	77	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73
14 A							86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86	86
14 B							80	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	–
14 C							84	84	84	84	84	84	80	80	80	80	80	80	80	80	80	80	80	80
14 D							80	74	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	64
16 A								84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
16 B								70	67	65	59	59	59	59	59	59	59	59	59	59	59	59	59	–
16 C								80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
16 D								70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	59
18 A									82	82	82	82	82	82	82	82	82	82	82	82	82	82	82	82
18 B									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
18 C									80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
18 D									70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	54
20 A										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
20 B										70	70	70	70	70	70	70	70	70	70	70	70	70	70	–
20 C										80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
20 D										70	70	70	70	70	70	70	70	70	70	70	70	70	70	50
22 A													76	76	76	76	76	76	76	76	76	76	76	76
22 B													70	70	70	70	70	70	70	70	70	70	70	–
22 C													80	80	59	59	59	59	59	52	52	52	52	52
22 D													70	70	70	70	70	70	70	70	70	70	70	46
24 A															72	72	72	72	72	72	72	72		
24 B															70	70	70	70	70	70	70	70	46	46
24 C															80	53	53	53	53	53	53	48	48	48
24 D															46	46	46	46	46	46	46	46	46	43
24 E		105	105	105	104	92	86	78	74	68	64	50	56	52	48	44								
24 F		105		105		84		80		80		58		56		56	56							
26 A													30	30	30									
26 B													46	46	46	46	46	46	46	46	46	46	46	–
26 C													48	48	48	48	48	48	48	48	48	48	48	45
26 D													46	46	46	46	46	46	46	46	46	46	46	41
28 A														30	30									
28 B														46	46	46	46	46	46	46	46	46	46	–
28 C														48	48	48	48	48	48	48	48	48	43	43
28 D														46	46	46	46	46	46	46	46	46	46	40
30 C															48	48	48	48	48	38	38	38	38	38
32 C																48	48	48	36	36	36	36	36	36
34 C																	48	48	36	36	36	36	36	36
36 E		104	104	98	90	84	78	72	68	64	60	56	52	48	44	40								
36 F		104		96		84		80		80		56		42		40	38							
48 E		96	96	88	80	74	68	64	60	56	52	50	46	44	40	36								
48 F		96		88		80		80		56		48		42		38	34							

LINE A Applies to AA and MO TT
LINE B applies to BN, CO and NO
LINE C applies to WA
LINE D applies to UA, and LC
LINE E applies to DL only
LINE F applies to EA only

CP MAXIMUM DIMENSIONS
28" x 48" x 30"
24" x 48" x 80"
12" x 24" x 98"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

13 CANADAIR NORTH STAR (COMBINATION)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)	2	4	6	8	10	12	14	16	18	20	22	24	26	28	29	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60
2	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
4	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
6	124	124	124	122	122	120	120	118	116	114	112	110	108	106	104	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
8	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
10	124	122	122	120	120	118	118	116	114	112	110	108	106	104	100	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
12	122	120	118	118	116	114	112	112	108	104	100	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
14	122	120	118	118	116	114	112	112	108	104	110	96	94	92	86	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
16	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
18	120	118	118	116	114	112	110	108	104	96	90	86	82	80	76	47	47	47	47	47	47	47	47	47	47	47	47	47	47	
20	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47		
22	118	114	114	112	108	104	100	96	84	76	74	72	68	64	60	47	47	47	47	47	47	47	47	47	47	47	47	47		
24	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47	47			
26	112	110	108	108	100	96	92	86	80	72	62	56	54	54	52	47	47	47	47	47	47	47	47	47	47	47				
28	108	106	106	104	96	92	86	80	72	64	60	54	48	47	47	47	47	47	47	47	47	47	47	47						
30	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
32	106	100	96	88	84	80	76	72	64	60	56	52	44	40	34															
34	104	92	88	80	76	74	72	66	62	60	56	52	44	38	34															
36	88	80	80	76	74	72	68	64	62	60	54	50	44	36	32															
37	76	74	72	66	64	64	62	62	60	58	52	48	40	34	32															

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

14 DOUGLAS C-47 (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)	WIDTH OR HEIGHT (IN INCHES) 40	44	48	52	56	60	WIDTH ONLY (IN INCHES) 64	68	72	76	80	84
2	366	366	366	357	357	357	357	353	189	129	109	101
4	366	366	366	357	357	357	357	353	189	129	109	101
8	362	362	357	357	357	357	353	237	161	129	109	97
12	362	357	357	357	357	353	297	177	129	117	97	85
16	357	357	357	357	353	325	213	133	117	105	93	81
20	357	357	357	353	277	253	153	117	105	93	81	
24	325	309	305	285	253	213	117	109	97	85	81	
28	273	265	253	237	217	153	109	97	89	81	81	
32	233	229	217	197	177	121	105	93	85	81	81	
36	201	197	189	177	153	117	105	89	85	81	81	
40	177	173	169	157	141	105	105	85	85	81	81	
44	173	161	157	145	129	105	101	85	81	77		
48	169	133	133	129	117	105	93	81	81	77		
52	117	117	117	117	109	105	85	81	81	77		
56	97	97	97	97	97	85	69	69				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

15-A DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES 48	50	52	54	56	58	60	62	64	66
	MAXIMUM LENGTH – INCHES									
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	261	248	236	227	217
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	74	70	70	70

15 DOUGLAS DC-6A (ALL CARGO)
DOUGLAS DC-7F (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)

WIDTH OR HEIGHT (IN INCHES)	80	81	82	83	84	85	86	87	88	89	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	170	169	168	163	160	158	155	153	149
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
103	115																		

Width only (in Inches)

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

14-A BRISTOL BRITANNIA

HEIGHT IN INCHES

WIDTH	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	68
38	89	89	84	79	75	70	64
40	85	85	80	76	71	66	61
41	81	80	76	72	67	62	58
43	77	76	72	68	63	58	56
45	75	72	68	64	59	56	54

Find length at intersection of height and width.

19 MARTIN

LINE A applies to: EA
LINE B applies to: DL, TW, PC
LINE C applies to: AL

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)

Line		3	6	9	12	15	18	20	30	40	50	60
3	A	135	136	136	136	136	136	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
6	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
9	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
12	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
15	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
20	A	136	74	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
23	A	136	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	56	34	34	34
25	A	74	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
30	A	74	74	74	74	74	74	74	56	56	44	44
	B	70	70	70	70	56	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	24	24	24	24
33	A	74	74	74	74	74	74	74	56	56	—	—
	B	70	70	70	70	56	56	56	56	56	—	—
	C	56	56	56	56	56	56	56	24	24	24	24
34	A	74	74	74	74	—	—	—	—	—	—	—
	B	70	70	70	70	—	—	—	—	—	—	—
	C	56	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

22 VISCOUNT

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)

		15	20	25	30	35	40	45	50	52	54	55	56	58	60	65	70	75	80	85	90	95	100
8	A								36	36	36		36	36	36	20	20	18	18	18	18	18	18
10	A								35	35	35		35	35	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	37	37	35			35			18	18	18	18	18	18	18	18	18
12	A								35	35	35		35	20	20	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	36	36	35			35			18	18	18	18	18	18	18	18	18
14	A								35	35	35		20	20	20	20	20	19	18	18	18	18	17	17
	B	46	46	46	46	46	35	35	35			35			18	18	18	18	18	18	18	18	18
16	A								34	34	20		20	20	20	20	20	19	18	18	18	17	17	17
	B	46	45	45	45	35	35	35	35			35			18	18	18	18	18	18	18	18	18
18	A								33	20	20		20	20	20	20	20	19	18	17	17	17	17	
	B	46	40	40	40	35	35	35	35			35			18	18	18	18	18	18	18	18	18	18
20	A								32	20	20		20	20	20	19	19	19	17	17	17	17	16	--
	B	46	36	36	36	31	18	18	18			18			18	18	18	18	18	18	18	18	18	15
22	A								30	20	20		19	19	19	19	18	17	17	16	16	15		
	B	46	36	33	29	21	18	18	18			18			18	18	18	18	18	15	15	15	15	
24	A								27	19	19		19	19	19	19	18	17	16	15	15			
	B	46	36	30	27	21	18	18	18			18			18	18	18	18	18	15	15	15	15	
26	A								25	19	19		19	19	19	18	17	16	15					
	B	46	36	28	24	21	18	18	18			18			18	18	18	18	18					
28	A								21	19	19		18	18	18	18	16	15						
	B	46	36	26	21	21	18	18	18			18			18	18	18	18	18					
30	A								19	19	19		18	18	18	18	15							
	B	46	36	24	21	21	18	18	18			18			18	18	18	18	18					
32	A								18	18	18		18	18	18	17								
	B	46	31	23	21	19	18	18	18			18			15	15	15							
34	A								18	18	18		17	17	17									
	B	46	31	21	21	18	18	18	18			18			15	15	15							
36	A								17	17	17													
	B	35	31	20	20	18	16	16	16			15			12	12	12							
38	A								15															
	B	35	19	19	19	18	15	15	15															

A-applicable to TCA only
B-Not applicable to TCA

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)

	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	80
6	320	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
20	300	300	300	300	300	300	300	290	290	290	290	290	290	290	290	290	290	290	290
22	300	300	300	300	300	300	300	290	260	260	260	260	260	260	260	260	260	260	260
24	300	300	300	300	300	300	300	290	260	196	196	196	196	196	196	196	196	196	196
26	300	300	300	300	300	300	300	290	260	187	187	187	187	187	187	187	187	187	187
28	300	300	300	300	300	300	300	290	260	196	187	165	165	165	165	165	165	165	165
30	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	133

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

18 SMITH CURTISS COMMUTER

Use Convair Chart No. 9.

23 LOCKHEED SUPER CONSTELLATION (All Cargo)

HEIGHT (IN INCHES)

WIDTH (IN INCHES)

	54	60	66	72	
3	A 792	792	696	492	
	840	840	696	486	414
6	A 792	792	624	456	
	840	792	624	462	372
9	A 792	696	528	396	
	840	702	534	402	366
12	A 756	624	492	360	
	762	624	495	366	297
18	A 576	492	396	288	
	576	498	396	293	264
24	A 480	396	312	240	
	480	402	318	246	228
30	A 384	324	264	216	
	390	327	270	216	198
36	A 324	276	228	180	
	324	276	231	189	162
48	A 240	204	180	144	
	240	210	176	144	132
60	A 180	156	132	108	
	186	165	138	110	108
72	A 132	120	108		
	141	117	110		
88	117				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

A - Applicable only to EA.

21 VERTOL 44

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

20 SIKORSKY S-55

MAXIMUM DIMENSIONS:

20 IN. x 24 IN. x 44 IN.

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:

100 x 102 x 335

and

74 x 102 x 460

MAXIMUM DIMENSIONS FOR PACIFIC AIR LINES

39 x 45 x 24

50C BOEING 720

WIDTH IN INCHES

HEIGHT IN INCHES

	4	8	12	16	20	24	28	32	36	40	44	48
5	256	(252) 240	(226) 218	(207) 203	(189) 188	176	164	156	149	139	131	120
10	253	(247) 220	(220) 205	(201) 193	(184) 180	170	158	152	145	135	128	118
15	(247) 219	(241) 208	(213) 193	(194) 182	(178) 172	162	153	147	140	131	124	115
20	(242) 208	(231) 200	(207) 183	(187) 172	(172) 163	155	147	141	134	125	119	112
25	(233) 205	(219) 184	(198) 171	(179) 162	(165) 154	147	141	134	127	118	112	107
30	(220) 189	(204) 170	(192) 160	(170) 152	(156) 145	140	133	125	119	110	104	99
35	(203) 168	(193) 155	(182) 146	(159) 141	(147) 136	132	121	113	107	100	95	89
40	(191) 150	(184) 141	(169) 134	(145) 127	(135) 120	112	105	98	92	88	83	78
45	(184) 131	(171) 123	(151) 117	(127) 110	(120) 101	94	88	81	76	72	68	50
50	(174) 118	(153) 110	(129) 102	(105) 93	(98) 84	76	68	62	58	54		
55	(158)	(130)	(104)	(83)								
60	(129)	(100)	(82)									
65	(89)											
68	(81)											

Find length (in inches) at intersection of height and width. Length figures shown in parenthesis ( ) can be used only if cargo is inserted diagonally through the door.

50 BOEING 707

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)		4	8	12	16	20	24	28	32	36	40	44	48
69	C	81											
68	A	108											
	A	126											
67	C	87											
65	C	94	81										
64	A	140	106										
63	C	102	89										
62	A	152	125										
61	C	110	97	81									
60	A	162	139	101									
59	C	120	106	90									
58	A	171	150	118									
56	A	181	160	130									
	C	133	118	104									
54	A	190	170	141	98								
53	C	146	131	118	95								
52	A	199	180	151	118								
50	A	208	188	160	130								
	D	175	152	138	135	118	97	88	82	54			
	C	159	144	132	117								
48	D	180	161	140	138	128	110	100	91	78	68	52	
47	A	221	201	174	147	121	106	94	84	63	53	--	--
	B	127	120	112	103	95	87	78	70	63	53	--	--
	C	171	156	144	132	118	107	100	70	62	52	--	--
44	A	232	214	186	161	137	123	113	105	96	85	65	--
	B	133	126	118	110	102	95	88	85	82	80	65	--
	C	182	167	156	144	130	119	110	82	80	80	64	--
	D	187	175	156	144	139	130	120	108	96	86	73	52
41	C	193	177	165	153	141	130	118	105	98	81	--	--
40	A	243	229	202	178	156	140	124	114	106	95	85	--
	B	149	141	134	133	130	124	116	109	102	95	85	--
	D	197	185	170	156	144	140	132	120	106	97	86	68
38	C	203	186	173	161	150	138	126	114	107	100	91	55
36	A	250	241	218	195	173	156	138	125	113	106	96	74
	B	69	168	162	153	145	136	128	120	113	106	96	74
	C	209	191	178	165	155	143	131	119	112	105	96	73
	D	209	192	182	166	155	146	141	131	117	106	96	78
33	C	218	200	185	171	160	148	137	126	120	112	103	84
32	A	255	250	233	210	187	168	149	135	125	114	105	87
	B	198	194	182	170	160	148	139	130	122	114	105	87
	D	221	202	192	173	162	150	148	140	131	120	108	91
30	C	226	207	191	177	165	153	142	132	126	118	109	92
28	A	259	257	243	225	200	179	159	149	138	124	113	96
	B	222	215	200	186	174	160	149	139	130	122	113	96
	D	232	211	198	180	167	155	150	148	141	132	120	100
27	C	234	214	197	182	169	157	146	137	131	123	114	98
24	A	263	261	254	238	212	189	179	168	156	140	123	103
	B	242	236	219	202	187	172	158	147	137	128	119	103
	C	241	220	202	187	173	160	149	141	135	128	119	103
	D	241	220	202	187	173	160	155	150	146	140	130	110
21	C	248	225	207	191	176	163	153	143	138	131	123	108
20	A	266	265	261	249	222	212	200	187	173	156	137	109
	B	261	257	238	218	200	183	167	153	143	133	125	109
	D	250	228	208	192	177	173	167	162	155	144	139	129
18	C	253	231	211	194	179	166	155	147	141	135	126	111
16	A	271	268	266	258	249	238	225	210	195	178	161	142
	B	269	268	256	233	213	193	175	159	148	138	129	114
	D	259	235	214	197	192	187	180	173	166	156	144	138
15	C	259	236	215	198	182	169	158	149	143	137	129	115
12	A	273	271	269	266	261	254	243	233	218	202	186	169
	B	272	270	269	248	224	202	181	164	152	141	132	118
	C	264	241	219	202	185	174	160	151	145	139	131	118
	D	264	241	219	214	208	202	198	192	182	170	156	140
9	C	268	246	223	205	188	176	163	153	147	140	132	120
8	A	274	272	271	268	265	261	257	250	241	229	214	197
	B	274	272	271	263	233	209	187	269	155	144	134	121
	D	270	247	241	235	228	220	211	202	192	185	175	161
6	C	272	250	227	208	191	177	165	155	148	141	133	122
4	A	276	274	273	271	266	263	259	255	250	243	232	216
	B	275	274	273	270	240	214	190	172	158	146	135	123
	D	274	270	264	259	250	241	232	221	209	197	187	180
3	C	275	254	230	211	194	179	167	157	149	142	134	123

A-B - TWA, PAA
C - AAL
D - CAL, BNF, WAL

A - Use when package weighs less than 50 kilos and may be turned on side for loading.

B - Use when package weighs 50 kilos or more or when it cannot be turned on side for loading.

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

51 DE HAVILAND COMET IV

First Dimension in Inches

SECOND DIMENSION IN INCHES	15	22	26	28	32	41	44	46	47	48
2	152	128	89	78	78	78	78	78	78	78
4	125	100	78	78	78	78	78	78	78	78
6	103	81	78	78	78	78	78	78	78	78
8	86	78	78	78	78	78	78	78	78	78
10	78	78	78	78	78	78	78	78	78	78
12	78	78	78	78	78	78	78	78	78	78
14	78	78	78	78	78	78	78	78	78	
15	78	78	78	78	78	78	78	78	78	
16	78	78	78	78	78	78	78	78		
17	78	78	78	78	78	78	78	78		
18	78	78	78	78	78	78	78			
19	78	78	78	78	78	78	78			
20	78	78	78	78	78	78	78			
22	78	78	78	78	78	78				
24	78	78	78	78	78					
26	78	78	78							
28	78	78								
30	78	78								

Find Third Dimension (in inches) At Intersection of First & Second Dimensions

53A DOUGLAS DC-8
Applicable To DL Only

WIDTH IN INCHES	HEIGHT IN INCHES: 6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
	MAXIMUM LENGTH — INCHES																
3	230	217	204	194	191	188	185	183	181	179	178	177	176	175	174	174	172
6	230	216	202	188	184	180	178	175	173	171	170	169	168	167	166	166	166
9	216	190	176	165	163	161	159	157	156	156	155	154	154	153	152	152	152
12	185	172	160	154	153	152	152	150	149	148	146	145	144	143	142	141	140
15	180	160	153	150	150	150	147	145	142	140	138	136	135	134	133	131	
18	170	157	152	147	147	146	144	141	138	136	134	131	129	128	126	124	120
21	166	154	150	144	142	140	137	136	132	130	127	124	122	120	118	117	113
24	164	151	149	141	137	133	130	127	124	121	119	116	114	110	108	106	101
27	156	148	145	132	125	121	118	114	110	109	104	100	98	95	93	92	88
30	150	146	139	120	111	108	102	97	92	88	85	82	80	79	77	76	73
33	148	143	122	107	91	86	80	76	72	69	67	65	64	62	61	60	59
36	144	140	94	72	68	64	60	58	55	53	51	49	48	47	46	45	44

53 DOUGLAS DC-8
HEIGHT OR WIDTH (IN INCHES)

HEIGHT INCHES	WIDTH IN INCHES: 3	6	9	12	15	18	21	24	27	30	33	35
	MAXIMUM LENGTH - INCHES											
6	130	130	130	130	130	130	122	113	105	100	96	93
9	130	130	130	130	130	125	115	106	101	96	91	88
12	130	130	130	130	130	117	107	100	96	90	85	82
15	130	130	130	130	128	112	103	95	90	85	81	78
18	130	130	130	130	125	110	102	93	88	83	77	75
21	130	130	130	130	122	107	99	91	85	78	73	70
24	130	130	130	126	117	106	97	90	82	76	71	67
27	130	130	126	123	114	102	91	80	79	59	59	59
30	130	130	120	120	106	94	84	74	72	55	55	55
33	130	130	115	111	98	88	77	67	67	50	50	50
36	130	130	110	90	75	66	60	55	54	47	47	

52 LOCKHEED ELECTRA

HEIGHT (INCHES)	PACKAGE LENGTHS (INCHES)																	
27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44	
26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46	
24	159	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50	
22	161	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51	
20	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61		
18	163	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69	
16	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100	72	
14	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75	
12	165	165	165	165	165	165	165	165	165	164	156	139	126	116	106	98	77	
10	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80	
5	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80	
	5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51	

53B DOUGLAS DC-8
Applicable to EA and NW Only

WIDTH (IN INCHES)	HEIGHT (IN INCHES): 6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30
3	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
6	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283
9	283	270	258	258	246	246	246	246	236	236	229	224	222	220	217	215	209
12	283	258	240	220	214	208	202	198	192	188	186	183	181	179	177	175	170
15	283	258	220	175	171	168	168	168	159	159	154	154	154	149	148	147	145
18	283	246	202	168	164	161	157	154	151	149	146	144	142	140	138	136	132
21	283	236	188	159	154	150	149	142	139	136	133	130	128	126	124	122	116
24	283	222	181	154	148	144	142	136	132	128	124	121	118	115	112	108	101
27	283	215	175	147	136	136	136	122	122	122	108	108	108	96	94	92	90
30	283	209	170	145	132	132	132	116	116	116	101	101	101	90	90	90	79
33	218	164	128	107	91	86	81	80	79	78	78	77	76	76	75	74	70
36	195	136	95	79	75	72	70	70	70	70	70	70	69	68	68	66	65	60

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

54 FAIRCHILD F-27
(Use DC-3 Chart)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
Ⓔ-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN		CO	CN	CPA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	N	AC(2)		A(2-23-25)	N	A(2-32)	AC(2-6)	AC(2)	A(2-20)
EXCEPTIONS											
Alligators	AC(2-6)	N	N	AC(2)		N	N	N	AC(2-6)	AC(2-6)	N
Alligators, baby	AC(2-6)	N	N	AC(2)		N	N	N	A(2)	AC(2)	N
Animals, in excess of 200 lbs	AC(6-49)	N	N	AC(2)		N	N	A(2-32)	AC(2-6)	AC(2)	N
Apes	AC(6-49)	N	N	N		N	N	N	AC(2-6)	AC(2)	N
Bears, cub	AC(49)	N	N	AC(2)		A(2-23-25)	N	N	AC(2-6)	AC(2)	N
Bears, grown	AC(6-49)	N	N	N		N	N	N	AC(2-6)	AC(2)	N
Bees	A(2)	A(2)	N	AC(2)		A(2-23-25)	N	A(10-32)	A(2)	A(2)	A(2-20)
Birds	AC(2)	N	N	AC(2)		A(2-23-25)	N	A(32)	AC(2)	AC(2)	A(2-20)
EXCEPTIONS											
Birds, small	AC(2)	N	N	AC(2)		A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Canaries	AC(2)	N	N	AC(2)		A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parakeets	AC(2)	N	N	AC(2)		A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parrots	AC(2)	N	N	AC(2)		A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Cats	A(2)	N	N	AC(2)		A(7)	N	A(2-32)	AC(2)	AC(2)	N
Chimpanzees	AC(6-49)	N	N	AC(2)		N	N	N	AC(2-6)	AC(2)	N
Chinchillas	A(2)	N	N	N		42	N	A(2-32)	AC(2)	AC(2)	Ⓔ
Dogs	A(2)	N	N	AC(2)		A(7)	N	A(2-32)	AC(2)	AC(2)	N
Elephants	AC(6-49)	N	N	N		N	N	N	AC(2-6)	AC(2)	N
Fish	A(2)	A(2-9)	A(2-9)	AC(2-9)		A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
EXCEPTIONS											
Clams	A(2)	A(2-9)	A(9)	A(2-9)		A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2)	A(2-9-20)
Goldfish	A(2)	A(2-9)	A(9)	A(50)		N	N	A(50-32)	A(2)	A(2-50)	A(2-9-20)
Lobsters	A(50a)	A(2-9)	A(50a)	A(50a)		A(23-25-50a)	N	A(50a-32)	A(50a)	A(2-50a)	A(20-50a)
Shellfish	A(2)	A(2-9)	A(9)	A(2-9)		A(2-23-25)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
Tropical Fish	A(50)	A(2-9)	N	A(50)		A(23-25-50)	A(16a)	A(50-32)	A(50)	A(2-50)	A(50)
Foxes	AC(2)	A(2-9)	N	AC(2)		A(2-23-25)	N	N	AC(2)	AC(2)	N
Guinea Pigs	A(2)	N	N	AC(2)		A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hamsters	A(2)	N	N	AC(2)		A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hippopotamus	AC(6-49)	N	N	N		N	N	N	AC(2-6)	AC(2-16)	N
Horses, race	N	N	N	N		N	N	N	N	AC(2-16)	N
Insects	A(2)	N	A(2)	AC(2)		A(2-23-25)	N	A(2-32)	A(2)	AC(2)	A(2-20)
Lions, cub	AC(49)	N	N	AC(2)		A(2-23-25)	N	N	AC(2-6)	AC(2-16)	N
Lions, grown	AC(6-49)	N	N	N		N	N	N	AC(2-6)	AC(2-16)	N
Livestock	AC(2-6)	N	N	N		N	N	N	AC(2-6)	AC(2-16)	N
EXCEPTIONS											
Calves	AC(6-49)	N	N	N		N	N	N	AC(2-6)	AC(2-16)	N
Cattle, grown	N	N	N	N		N	N	N	N	AC(2-16)	N
Cattle, uncrated	N	N	N	N		N	N	N	N	AC(2-16)	N
Goats	AC(6-49)	N	N	N		N	N	N	AC(2-6)	AC(2)	N
Horses, draft	N	N	N	N		N	N	N	N	AC(16)	N
Sheep	AC(6-49)	N	N	N		N	N	N	AC(2-6)	AC(2-16)	N
Swine	AC(6-49)	N	N	N		N	N	N	AC(2-6)	AC(2-16)	N
Mink	A(2)	N	N	AC(2)		A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Monkeys	AC(2)	N	N	AC(2)		A(2-23-25)	N	N	AC(2)	AC(2)	N
Orangoutangs	AC(2)	N	N	N		N	N	N	AC(2-6)	AC(2)	N
Pets, small	A(2)	N	N	AC(2)		A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Poultry	AC(2)	N	N	AC(2)		A(2-23-25)	N	A(8-32)	AC(2)	AC(2)	N
EXCEPTIONS											
Chicks	A(2-4-8-16-18)	N	N	AC(2)		A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Ducklings	A(2-4-8-16-18)	N	N	AC(2)		A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Goslings	A(2-4-8-16-18)	N	N	AC(2)		A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Poultry, baby	A(2-4-8-16-18)	N	N	AC(2)		A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Poults (except turkey)	A(2-4-8-16-18)	N	N	AC(2)		A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	N
Poults, turkey	A(2-4-8-16-18)	N	N	AC(2)		A(2-23-25)	N	A(8-32)	AC(2)	AC(2-8-16-18)	A(8-20)
Rabbits	A(2)	N	N	AC(2)		A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Reptiles	A(2-11)	N	N	N		N	N	N	AC(2-6)	AC(2)	N
EXCEPTIONS											
Reptiles, small	AC(2)	N	A(2)	N		N	N	A(2-32)	A(2-6)	AC(2)	N
Rodents	AC(2)	N	N	AC(2)		A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
EXCEPTIONS											
Coypu (Nutria)	A(2-48)	N	N	AC(2)		A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Mice	A(2-49a)	N	N	AC(2)		A(2-23-25)	N	A(2-32)	AC(2)	A(2)	N
Rats	A(2-49a)	N	N	AC(2)		A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Skunks, pet	A(2)	N	N	AC(2)		A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Snakes, non-poisonous and harmless	AC(2)	N	A(2)	N		N	N	A(2-32)	AC(2-6)	AC(2)	N
Tigers, cub	AC(49)	N	N	AC(2)		A(2-23-25)	N	N	AC(2-6)	AC(2)	N
Tigers, grown	AC(6-49)	N	N	N		N	N	N	AC(2-6)	AC(2)	N
Wolves	AC(49)	N	N	N		N	N	N	AC(2-6)	AC(2)	N
Worms	A(2)	A(2)	A(2)	AC(2)		A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

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AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follow charts.

	FT	LX(E)	LC	MO	NA	NE	NO	NW	NY	OZ
Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2-16)	A(2-6)	A(2)
EXCEPTIONS										
Alligators	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2)	N
Alligators, baby	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2)	A(2)	N
Animals, in excess of 200 lbs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Apes	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, cub	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bears, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Bees	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-10-23-26)	A(2)	A(10)
Birds	A(3)	A(2)	A(2-4)	N	A(2)	A(3)	(E)	AC(2)	A(2)	A(2)
EXCEPTIONS										
Birds, small	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	N	AC(2)	A(2)	A(2)
Canaries	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	AC(2)	A(2)	A(2)
Parakeets	A(3)	A	A(2-4)	N	(E)	A(3-31)	(E)	AC(2)	A	A(2)
Parrots	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	AC(2)	A(2)	A(2)
Cats	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Chimpanzees	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	N
Chinchillas	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	AC(2)	A(2)	A(2)
Dogs	A(3)	A(2-6)	A(2-4)	N	A(7)	A(3-31)	A(2)	A(2-23-26)	A(2-6)	A(2)
Elephants	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Fish	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	(E)	A(2-9-23-26)	A(2)	A(2-9)
EXCEPTIONS										
Clams	A(3)	A	A(9)	A(2)	A(2-9)	A(3)	(E)	A(50a)	A	A(9)
Goldfish	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	(E)	A(50)	A(2-9)	A(2-9)
Lobsters	A(50a)	A(50a)	A(50a)	A(50a)	A(50a)	A(3-50a)	(E)	A(50a)	A(50a)	A(50a)
Shellfish	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	(E)	A(50a)	A(2)	A(9)
Tropical Fish	A(3)	A(50)	N	N	A(50)	A(3-50)	A(50)	A(50-23-26)	A(50)	A(50)
Foxes	A(3)	A(2-6)	N	N	A(29-7)	A(3-31)	N	AC(2-16)	A(2-6)	N
Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(4-23-26)	A(2)	A(2)
Hamsters	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	A(4-23-26)	A(2)	A(2)
Hippopotamus	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Horses, race	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Insects	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	AC(2)	A(2)	A(4)
Lions, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Lions, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Livestock	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
EXCEPTIONS										
Calves	A(3)	A(2)	N	N	AC(2)	N	N	AC(2-16)	A(2)	N
Cattle, grown	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Cattle, uncrated	A(3)	N	N	N	AC(2)	N	N	N	N	N
Goats	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	A(2)
Horses, draft	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
Sheep	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Swine	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Mink	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-23-26)	A(2)	A(2)
Monkeys	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	N	A(2-6)	N
Orangoutangs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Pets, small	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Poultry	A(3-18)	A(2)	A(2-4)	N	AC(2)	A(3)	(E)	A(4-23-26)	A(2)	N
EXCEPTIONS										
Chicks	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(4-23-26)	A(2)	N
Ducklings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(4-23-26)	A(2)	N
Goslings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-4-23-26)	A(2)	N
Poultry, baby	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-4-23-26)	A(2)	N
Poults (except turkey)	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-4-23-26)	A(2)	N
Poults, turkey	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	A(2-4-23-26)	A(2)	N
Rabbits	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
Reptiles	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	A(2-4-23-26)	A(2-6)	A(2)
EXCEPTIONS										
Reptiles, small	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	AC(2)	A(2-6)	A(2)
Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-23-26)	A(2-6)	A(2)
EXCEPTIONS										
Coypu (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	A(2-4-23-26)	A(2-6)	A(2)
Mice	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-4-23-26)	A(2)	A(2)
Rats	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	A(2-4-23-26)	A(2)	A(2)
Skunks, pet	A(3)	A(2)	N	N	A(7)	A(3-31)	N	A(2-4-23-26)	A(2)	N
Snakes, non-poisonous and harmless	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2)	A(2-6)	N
Tigers, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
Tigers, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Wolves	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
Worms	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-21)	(E)	AC(2)	A(2-6)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
(E)-Air Express only.
Explanation of numerical notes follows charts.

	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2)	N	N
EXCEPTIONS											
Alligators	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Alligators, baby	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Animals, in excess of 200 lbs	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Apes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees	A(2-30)	A(2)	A(3)	N	A(10-28)	A(3-4)	(E)	AC(2)	AC(10)	N	N
Birds	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	N	A(2)
EXCEPTIONS											
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Canaries	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	A(2-23-27)	A(2-20)	N
Parakeets	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	A	AC	AC(2-42a-53)	A	A(2)
Parrots	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Cats	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Chimpanzees	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	(E)	AC(2-42-42b)	AC(2-6)	N	N
Chinchillas	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	(E)	A(23-27)	A(2)	A(2)
Dogs	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Elephants	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a-42c)	N	A(9-2)
EXCEPTIONS											
Clams	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	(E)	A(50)	A(50-23-27)	A(9)	N
Lobsters	A(50a-30)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	(E)	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	(E)	A(50a)	A(2-9)	A(9)	A(2-9)
Tropical Fish	A(30-50a)	A(50)	A(50)	A(2-50)	A(50-28)	A(3-4-50)	(E)	A(50)	A(50-23-27-33a)	A(50)	N
Foxes	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Hamsters	A(2-30)	A	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Hippopotamus	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	A(2)	A(2)	A(2)
Lions, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Monkeys	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2-42-42B)	AC(2-6)	A(2-20)	N
Orangoutangs	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2-42-42B)	AC(2-42c)	A(2-20)	A(2)
Poultry	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	AC(2-42a-33a)	N	N
EXCEPTIONS											
Chicks	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42-42B)	A(2-8-23-27-33a)	A(2-20-8)	A(8)
Ducklings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27-33a)	A(2-20)	N
Goslings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42-42B)	A(2-8-23-27-33a)	A(2-20)	N
Poults (except turkey)	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2)	A(2-8-23-27-33a)	A(2-20)	A(8)
Poults, turkey	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	(E)	AC(2-42-42B)	A(2-8-23-27-33a)	A(2-20)	A(8)
Rabbits	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Reptiles	A(2-30)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	N	A(2)
EXCEPTIONS											
Copyu (Nutria)	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	A(2-23-27-48)	A(2-20)	A(2)
Mice	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	(E)	AC(2)	AC(2-42a-42c)	A(2-20)	N
Skunks, pet	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	N	A(2)
Snakes, non-poisonous and harmless	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-23-27)	N	A(2)
Tigers, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms	A(2-30)	A(2)	A(3)	A(2)	A(2-38)	A(3-4)	(E)	AC(2)	A(15)	A(2-20)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
Ⓔ-Air Express only.
Explanation on numerical notes follows charts.

	AA	AL	BL	BN		CO	CN	DL	EA	FL	FT	LXⒺ	LC	MO	NA
Alcoholic Beverages . .	A(13)	A	A	A(12)		N	N	A	A(12)	N	A	A	A	N	A(12)
Automobiles, uncrated .	AC(16)	N	N	AC		N	N	AC	AC	N	A	N	N	N	AC
Eggs, raw poultry . . .	A	A	A	A(2)		A	A	A	A	A	A	A(2)	A	N	A
Etiologic Agents . . .	A	A	A	A		A	A	A	A	N	A	A	A	A	N
Fabrics, in rolls . . .	A(51)	A(51)	A(51)	A(51a)		A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)
Flowers, in boxes:															
Not over 36" in length	A	A	A	A		A	A	A	A	A	A	A	A	A	A
Not over 44" in length	A	A	A	A		A	A	A(21)	A	A	A	A	A	A	A(29)
Not over 48" in length	A	A	N	A		A	A	A(21)	A	A	A	A	N	N	A(29)
Not over 60" in length	A	A	N	A		A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
over 60" in length .	A	N	N	AC		A(21)	N	AC	A(20-30)	A	A	A	N	N	AC
Foods, perishable . . .	A	A	A	A		A	A	A	A	A	A	A	A	N	A
Fruit: fresh	A	A	A	A		A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A		A	A	A	A	A	A	A	A	N	A
Berries	A	A	A	A		A	A	A	A	A	A	A	A	N	A
Garments:															
Not boxed or crated .	N	N	N	N		N	N	N	N	N	A	A	N	N	AC
On hangers or racks .	N	N	N	AC		N	N	AC	N	N	A	A	N	N	AC
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)		A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(4-5-16)	A(4-5)	N	A(4-5)		A(4-5)	N	AC(5)	AC(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Human remains, Infant .	A(4-5)	A(4-5)	A(4)	A(4-5)		A(4-5)	N	A(5)	A(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)
Liquids in Cans	A(52)	A(52)	A(52)	A(52)		A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packing	N	N	N	AC		N	N	AC	AC	N	A	A	N	N	N
Meat: fresh	A(2)	A(2)	A	A		A	A	A	A(2)	A	A	A	A	N	A
Frozen	A(2)	A(2)	A	A		A	A	A	A(2)	A	A	A	A	N	A
Milk, fresh	A	A(19)	A(19)	A		A	A	A	A	A	A	A	A(9)	N	A
Perishables not in leak-proof containers where time is principal factor in shipment . . .	A	N	N	A		A	N	A	A	A	A	A	N	N	A
Quartz lamps	A	A	A	A		A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	N	A		A	A	A	A	A	A	N	A	A	A
Vegetables: fresh . .	A	A	A	A		A	A	A	A	A	A	A	A	N	A
Frozen	A	A	A	A		A	A	A	A	A	A	A	A	N	A

	NE	NO	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages . .	A(12)	Ⓔ	A	A	A	A	N	A	N	A	A(12)	N	N	A(46)	A	N
Automobiles, uncrated .	N	N	N	N	N	N	N	A	N	AC	N	N	AC	AC	N	N
Eggs, raw poultry . . .	A	A	A(23-26)	A(2)	A	A	N	A	N	A(17)	A	N	A	A	A(2)	A
Etiologic Agents. . . .	A	N	N	A	A	N	N	A	A	A	A	N	A	A	A	A
Fabrics in rolls. . . .	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(49a)
Flowers, in boxes: . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Not over 36" in length	A	A	A	A	A	A	A	A	A	A(43)	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	N	A	A	A(43)	A	A	A(30)	A	A	A
Not over 48" in length	A	A(21)	A	A	N	A	N	A	N	A(43)	A	A	A(30)	A	A	N
Not over 60" in length	A(21-31)	N	A	A	N	A	N	A	N	A(43)	A	A	AC	A	A	N
Over 60" in length. .	A(21-31)	N	A	A	N	A	N	A	N	A(43)	A	N	AC	A	A	N
Foods, perishable . . .	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	A
Fruit, fresh	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Berries	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other than cremated	A(14)	N	AC(4-42A)	A(5)	N	N	N	A	N	AC	A(4-5)	N	A(5)	A(5-14-42c)	N	N
Human remains, Infant .	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)		A(4-5)				A(4-5)	Ⓔ			N	
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or oiled, without packaging	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	A	A	A	A	A(9)	A
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-proof containers where time is principal factor in shipment . . .	A	N	N	A	N	A	N	A	N	N	A	A	A	A	N	N
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Statuary, ceramic and/ or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh . . .	A	A	A(23-26)	A	A	A	N	A	A	A(17)	A	A	A	A	A(9)	A(9)
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A(9)

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive, securely and adequately crated; reqire no unreasonable attention in transit or at destination prior to delivery, provided that when attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed, but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water container, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft.
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physican or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
   AA: Maximum gross weight 1,000 pounds.
7. Accepted on combination aircraft only when in kennels which meet the following minimum kennel specifications:
   1. Must be constructed of wood,metal or composition material of similar strength.
   2. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks such as hasp with harness snap.
   3. Must be sufficient size to permit animal to stand, sit and lie down.
   4. Kennel must be provided with adequate ventilation.
   5. Shipper must tender kennel with animal enclosed and locked.
   6. Shipper must provide adequate bedding material such as shredded paper.
   7. Floor of kennel must provide a means of retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert, the full size of the floor extending upwards 1 inch or more on all four sides.

   CO: will not be accepted on DC-6B or DC-7B aircraft; large kennels will be accepted on Boeing 707 by advance arrangements.
   NA: will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lodestar or Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30 except will be carried from a scheduled stop to the next scheduled stop only.
8. Baby poultry, such as chicks, ducklings and poults are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
10. Only shipments consisting of queen bees and their attendant bees are acceptable.
11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20 inches in length, baby terrapins or turtles not exceeding 2-1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgrammites, horned toads, hydras, leeches, lizards, meal worms, newts, planaria, salamanders and tadpoles.
    AA: will not accept snakes, lizards, newts, and salamanders.
12. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.
13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
14. Only human remain shipments where the over-all dimension of the outside container does not exceed 20 inches by 24 inches by 44 inches will be accepted on passenger aircraft. (UAL: 17 inches by 24 inches by 80 inches); (PI: 42L by 28"W).
15. Must be shipped in a leak-proof,moisture-proof (not fibreboard) inner container. The contents must be identified on the outside of the container.
16. Advance arrangements required on cargo aircraft.
17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
18. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1 inch by 1 inch slats to allow sufficient circulation of air in and around containers.
19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only - Maximum: two birds per passenger).

EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-3 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
33a. Not accepted on Boeing 720 aircraft
34. Not accepted on F-27A aircraft.
40. Accepted on Speedpak equipment only.
41.

42. Accepted on B-707 aircraft.
42a. Accepted on DC-8 aircraft.
42b. Accepted on Convair 880 aircraft.
42c. Accepted on Boeing 720 aircraft, subject only to size restrictions shown on Chart 50-C.
43. Flowers can be accepted in boxes up to the following lengths:
    DC-3 aircraft - up to 60 inches
    Viscount aircraft - up to 56 inches
    North Star aircraft - up to 47 inches
46. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
47. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
48. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removed and the sides and top may be made of one-half inch mesh.
49. Accepted only when no attention required in transit and securely and adequately crated so no part of animal can protrude. Floor of container must be covered with leak-proof liner extending 8 inches up sides and ends, and covered with adequate absorbent material.
49a. If shipped in fibreboard container, interior must be completely lined with screen wire. Edges of screen wire must be joined securely and liner must be fastened to inside of container with staples.

RECOMMENDED PACKAGING SECTION

50. **RECOMMENDED:** fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner line sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or shart object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
50a. **RECOMMENDED:** packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.
51. **RECOMMENDED:** rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basid weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents - do not use staples.
51a. **RECOMMENDED:** rolls be (1) completely wrapped in two thicknesses of heavy fibre-board; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case,ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped in Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents - do not use staples.
52. **RECOMMENDED:** the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitud. uring transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure, shipment must be labelled "LIQUID THIS SIDE UP".
53. **RECOMMENDED:** parakeets being forwarded in quantities exceeding five (5) birds' per container be shipped in trapezoid shaped containers constructed of sturdy ventilated wood or wooden slats and wire mesh. The wire mesh should be used exclusively on the forward and top inclined surfaces of the container to assure adequate ventilation.

ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

AEROLINEAS ARGENTINAS (ARG)

692 ①③⑥	620 ②⑤⑦	C-47	621 ①③⑥	693 ①③⑥
	0630	Lv BUENOS AIRES . . . Ar	0205	
	0850	Ar BAHIA BLANCA . . . Lv	2355	
	0905	Lv BAHIA BLANCA . . . Ar	2340	
	1150	Ar TRELEW Lv	2120	
	1205	Lv TRELEW . . . . . Ar	2105	
	1335	Ar COMODORO RIVADAVIA Lv	1945	
	1435	Lv COMODORO RIVADAVIA Ar	1930	
	1545	Ar PUERTO DESEADO . . Lv	1820	
	1600	Lv PUERTO DESEADO . . Ar	1805	
	1705	Ar SAN JULIAN Lv	1710	
	1725	Lv SAN JULIAN . . . . Ar	1650	
	1755	Ar SANTA CRUZ Lv	1620	
	1810	Lv SANTA CRUZ . . . . Ar	1605	
	1900	Ar RIO GALLEGOS . . . Lv	1515	
0900		Lv RIO GALLEGOS . . . Ar		1415
1010		Ar RIO GRANDE Lv		1355
1025		Lv RIO GRANDE . . . . Ar		1350
1115		Ar USHUAIA Lv		1200

AEROVIAS VENEZOLANAS (AVENSA)

618 ③	581 #	583 #	C-46	584 #	582 #	617 ④
1200	0500	0530	Lv MAIQUETIA . . Ar	1015	0920	1515
		0630	Ar BARCELONA . . Lv			
		0645	Lv BARCELONA . . Ar			
		0705	Ar CUMANA . . . Lv			
		0720	Lv CUMANA . . . Ar			
		0740	Ar PORLAMAR . . Lv			
		0755	Lv PORLAMAR . . Ar			
	0700	0815	Lv CARUPANO . . Ar	0830		
			Ar MARACAIBO . . Lv		0720	
			KINGSTON . . Lv			1030
			KINGSTON . . Ar			1000
1830			Ar MIAMI Lv			0700

AIR FRANCE (AF)

2493 Prov. #Ex ①	750 DC-4 ②③④⑤	894 DC-4 ④	896 DC-4 #Ex ①④	050 1049H ③⑥		049 1049H ④	051 1049H ⑦	897 DC-4 #Ex ①④	895 DC-4 ④	751 DC-4 ②③④⑤	765 B-307 #Ex ⑥	2482 Prov #Ex ⑦
				0035	Lv NEW YORK . . . Ar	1230	1300					
				1735	Ar PARIS (ORLY) . Lv	0200	0230					
0100	1155	0250	0120		Lv PARIS (ORLY) . Ar			0700	0830	0100		1910
					PARIS (LeBourget						0015	
		0425	0255		Ar LONDON Lv			0525	0655			
					DUSSELDORF . . Lv						2230	
	1345				Ar FRANKFURT . . . Lv					2300		
	1540				Lv FRANKFURT . . . Ar					2135		
	1720				Ar BERLIN Lv					1950		
0600					Ar ORAN Lv							
0700					Lv ORAN . . . . . Ar							
0825					Ar ALGIERS Lv							1440

Prov - Breguet, Double Deck Provence Equipment

ALITALIA

907 ③	907 ⑥	930 ①	950 ①	DC-7F	904 ③	906 ⑥	931 ①	951 2
2300	1800			Lv NEW YORK (IDL) . . . Ar	1200	0900		
Flag	Flag			BOSTON				
1505	1005			Ar SHANNON Lv	0545	0245		
1605	1105			Lv SHANNON . . . . . Ar	0445	0145		
1955	1455			Ar MILAN (Malpensa) . . Lv	0040	2145		
2155	1655			Lv MILAN (Malpensa) . . Ar	2240	1945		
Flag				Ar TURIN Lv	2205			
Flag				Lv TURIN . . . . . Ar	2205			
2325	1825			Ar ROME (Fiumicino) . . Lv	1830	1810		
		0800	0420	Lv ROME (Fiumicino) . . Ar			1600	1400
		1130		Ar TRIPOLI Lv			1420	
		Flag		Ar BENGHAZI Lv			Flag	
			1000	Ar BEIRUT Lv				0935
			1200	Lv BEIRUT . . . . . Ar				0735
			1700	Ar TEHERAN Lv				0515

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

815 ⑥	6803 ①	803 #Ex ⑦①	801 #Ex ⑥⑦	807 #Ex ⑥⑦	805 #Ex ⑥⑦	6855 ①	855 ⑤	855 #Ex ⑤⑥⑦	825 #Ex ⑥⑦	DC-7BF	816 #Ex ③⑥⑦	810 #Ex ⑥⑦	802 #Ex ③⑥⑦	802 ⑤	824 #Ex ⑤⑥⑦	804 #Ex ⑤⑥⑦	806 #Ex ⑦①	818 ⑥	820 ⑥	814 ⑥	804 ⑤	824 ⑤
2145			2215		2335					Lv BOSTON . . . . Ar	1151			1806	1547					2006		1547
			2303							Ar HARTFORD . . .												
			0030							Lv HARTFORD . . .												
										NEW YORK (IDL) . Lv					1440							
		0030							2245	Lv NEW YORK (IDL) . Ar		1150			1310		1926					1440
2255										Ar NEW YORK (EWR) . Lv	1045			1700						1900		1310
0015				2330			2300	2300		Lv NEW YORK (EWR) . Ar	0921		1537	1537		1740			1142	1741	1740	
										PHILADELPHIA . . Lv							1845					
										PHILADELPHIA . . Ar							1742					
										BALTIMORE . . . Lv							1705					
										BALTIMORE . . . Ar							1602					
										WASHINGTON . . . Lv			1430	1430								
										WASHINGTON . . . Ar			1314	1314								
				1250						Ar BUFFALO Lv						1620					1620	
				0205						Lv BUFFALO . . . . Ar						1516					1516	
				0303						Ar CLEVELAND . . . Lv						1420					1420	
				0440						Lv CLEVELAND . . . Ar						1055					1055	
		0214								Ar CINCINNATI . . . Lv							1320					
										Lv CINCINNATI . . . Ar							1215					
0129			0156				0014	0014		Ar DETROIT Lv	0620				1000					1440		1000
0250			0320				0135	0135		Lv DETROIT . . . . Ar	0504				0844					1324		0844
										NASHVILLE . . . Lv			0905	0905								
										NASHVILLE . . . Ar			0802	0802								
										MEMPHIS Lv			0705	0705								
										MEMPHIS . . . . Ar			0603	0603								
0400			0430		0203					Ar CHICAGO (MDW) . Lv	0400	0810			0740				0805	1220		0740
0530			0555		0325					Lv CHICAGO (MDW) . Ar	0240	0648			0625				0650	1103		0625
							0248	0248	0058	Ar CHICAGO (ORD) . Lv												
							0440	0440	0205	Lv CHICAGO (ORD) .												
										ST. LOUIS . . . Lv						0800					0800	
										ST. LOUIS . . . Ar						0655					0655	
0743		0535					0770	0700		Ar DALLAS Lv		0245	0420	0420			0815			0700		
0905	0800	0800				0850		0850		Lv DALLAS . . . . Ar		0118	0252	0252			0645	0322		0520		
						1005		1005		Ar SAN ANTONIO . . Lv		0010										
						1130		1130		Lv SAN ANTONIO . . Ar		2223										
						1410		1410		Ar MEXICO CITY . . Lv		1940										
1245	1140	1140	1020	0905	0750				0630	Ar LOS ANGELES . . Lv					2230	2330	0110			2345	2330	2230
1400		1240	1130						0745	Lv LOS ANGELES . . Ar						2231						2126
1530		1410	1300						0915	Ar SAN FRANCISCO . Lv	1830		2030	2030		2050		2100	2240			1945

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 #Ex ⑥⑦	337 #	331 ①⑦	353 #	357 ⑦	351 ②③ ④⑤	347 #Ex ①⑦	Bristol 170	348 #Ex ①⑦	352 ②③ ④⑤	358 ⑦	354 #Ex ①⑦	332 ①⑦	338 #	368 #Ex ⑥⑦
0515	1700	0545	2045	1500	1300	0500	Lv MELBOURNE . Ar	1045	1845	2045	0230	1235	2350	1120
	1935	0820	2250	1705	1505	0705	Ar LAUNCESTON Lv	0835	1635	1835	0020			
							Ar HOBART . . Lv					0950	2105	
0705							Ar DEVONPORT . Lv							
0805							Lv DEVONPORT . Ar							
0835							Ar WYNYARD . . Lv							0935

AEROVIAS SUD AMERICANA, INC. (ASAI)

125 C-46 ①	101 DC-4 ②	123 DC-4 ②	301 C-46 ③	101 DC-4 ④	125 C-46 ④	101 DC-4 ⑤		102 DC-4 ②	304 C-46 ③	124 DC-4 ③	302 C-46 ③	132 C-46 ④	102 DC-4 ④	102 DC-4 ⑤	502 C-46 ⑥
1845	0315	2345		0315	1845	0315	Lv TAMPA/ST. PETERSBURG. Ar	1900		2145		1400	1900	1900	1900
2000		0100			2000		Ar MIAMI . . . Lv			2030					
2200		0300			2200		Lv MIAMI . . . Ar			1900					
	0845			0845		0845	Ar GUATEMALA . . Lv								1330
	1015			1015		1015	Lv GUATEMALA . . Ar								1200
	1100			1100		1100	Ar SALVADOR . . Lv	1300					1330	1330	1115
							Lv SALVADOR . . Ar								1000
②		③			⑤										
0500		0900			0500		Ar PANAMA . . . Lv			1300		0700			0600
0700			1100		0700		Lv PANAMA . . . Ar		0400		1900				0400
1030					1030		Ar QUITO . . . Lv								
1200					1200		Lv QUITO . . . Ar								
1315					1315		Ar GUAYAQUIL . . Lv		0001						0001
			1400				Ar BOGOTA . . . Lv				1600				

ALL NIPPON AIRWAYS

18 #Ex ①	DC-3	17 #Ex ①
0010	Lv OSAKA . . Ar	0245
0200	Ar TOKYO . . Lv	0030

BRANIFF AIRWAYS (BN)

801 DC-6A #Ex ①⑦	851 C-46 # Ex ⑦①		850 C-46 # Ex ⑥⑦	800 DC-6A #Ex ⑥⑦
0115		Lv NEW YORK/EWR . Ar		1450
	0410	Lv CHICAGO (MDW) . Ar	0110	
	0515	Ar KANSAS CITY . . Lv	2210	
	0615	Lv KANSAS CITY . . Ar	2120	
	0728	Ar WICHITA Lv	f	
	0805	Lv WICHITA . . . . Ar	f	
	f	OKLAHOMA CITY .		
0515	1006	Ar DALLAS Lv	1900	0800

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

BRITISH EUROPEAN AIRWAYS (BEA)

748 #Ex ①	500 V ②③ ⑦	460 D #Ex ⑦①	460 D ⑦	132 V ③④ ⑥	172 Y ⑦	392 V ②③ ⑥⑦	392 Y ④⑤	V-Viscount Y-York L-Leopard	391 V ②③ ⑥⑦	391 Y ④⑤	131 ⑦	131 V ③④ ⑥	459 D #Ex ⑦①	459 D ⑦	499 V ②⑤ ⑦	747 V #Ex ①
0105	0205	0001	0030	0045	0045	0100	0100	Lv LONDON . . . Ar	0545	0640	1240	0815	0525	0555	0650	0810
						0205	0230	Ar PARIS Lv	0440	0510						
				0320				Ar NICE Lv								
								Ar MILAN Lv			0745	0530				
					0545			Ar ROME Lv								
		0155	0225					Ar AMSTERDAM . . Lv					0330	0400		
	0310							Ar BRUSSELS . . Lv							0540	
0335								Ar COPENHAGEN. . Lv								0535

607 Y ③⑤ ⑥	607 D ②④ ⑦	Y - York D - DC-3	608 Y ③⑤ ⑥	608 D ②④ ⑦
0130	0130	Lv LONDON. . . . Ar	1010	1145
0330	0405	Ar DUSSELDORF. . Lv	0500	0535
0600	0650	Ar FRANKFURT . . Lv	0730	0820

BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI) QANTAS EMPIRE (EM)

BA/QF 776 C ⑥	BA/QF 780 SC ⑤	BA/QF 980 C ③	AI 164 SC ⑤	C - 749 Constellation SC - Super Constellation	AI 163 SC ①	BA/QF 981 C ③	BA/QF 781 SC ①	BA/QF 777 C ③
2230	2300	0700	0638	Lv LONDON . . . Ar	1935	0720	1700	2320
⑦	⑤	0835		Ar DUSSELDORF . Lv		0535		
0030	0105	|	0835	Ar FRANKFURT. . Lv		|	1425	2110
|	|	|	1310	Ar ROME Lv	1535	①	|	|
0255	0350	1130	|	Ar ZURICH . . . Lv	②	0245	1215	1845
1305	|	2140	2025	Ar BEIRUT . . . Lv	0950	1815	④	1015
|	1455	④	|	Ar DAMASCUS . . Lv	|	|	0525	⑤
2055	⑦	0530	|	Ar BAHRAIN. . . Lv	|	1405	|	0605
|	0220	|	⑥	Ar KARACHI. . . Lv	|	|	2205	|
①	|	|	1030	Ar BOMBAY . . . Lv	|	⑦	|	|
0710	|	1545	|	Ar DELHI. . . . Lv	0130	0630	1810	2230
|	1015	⑤	0230	Ar CALCUTTA . . Lv	1900	|	1210	|
|	|	0020	|	Ar RANGOON. . . Lv	|	2300	|	|
1725	1705	|	|	Ar BANGKOK. . . Lv	|	⑥	|	1420
|	|	1015	|	Ar HONG KONG. . Lv	|	1800	|	|
|	|	1520	|	Ar MANILA . . . Lv	|	|	③	|
2315	2245	|	|	Ar SINGAPORE. . Lv	|	|	0615	0930
|	①	|	|	|	|	|	|	|
②	0315	⑥	|	Ar DJAKARTA . . Lv	|	④	1205	④
1120	1315	0225	|	Ar DARWIN . . . Lv	|	0635	②0635	④0125
2050	2230	1140	|	Ar SYDNEY . . . Lv	|	2200	2200	1700
|	|	|	|	|	|	③	①	③

BA 573 ③	DC-7F	BA 574 ⑤	BA 578 ⑥
2200	Lv LONDON . . . Ar	2130	1850
2300	Ar MANCHESTER . Lv	2030	|
④	|	|	|
0030	Lv MANCHESTER . Ar	1900	|
|	Ar GLASGOW. . . Lv	|	1715
|	|	|	|
|	Lv GLASGOW. . . Ar	|	1615
0715	Ar MONTREAL . . Lv	0415	|
0845	Lv MONTREAL . . Ar	0245	|
1030	Ar NEW YORK . . Lv	0100	0100

Service may be extended to Chicago and Detroit as required and will flag stop at Montreal and Boston

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

COMPANIA MEXICANA DE AVIACION, S.A.

C-47 ⑦	410C C-47 ⑦	C-47 ⑥	C-47 ③	C-47 ⑥	920C C-82 ④		C-47 ③	921C C-47 ④	C-47 ⑥	411C C-47 ⑦	C-47 ⑦
			0500	0700	0700	Lv MEXICO,D.F. . Ar	1535	1805			2025
			0700	0900	0900	Ar GUADALAJARA . Lv	1335	1605			1825
1500	0800	1000	0730		0930	Lv GUADALAJARA . Ar	1305	1500	1255	1350	1755
|	0850	|	|		|	Ar MASCOTA . . . Lv	|	|	|	1300	|
|	0920	|	|		|	Lv MASCOTA . . . Ar	|	|	|	1230	|
|	0940	|	|		|	Ar TALPA Lv	|	|	|	1210	|
|	1010	|	|		|	Lv TALPA . . . . Ar	|	|	|	1140	|
1605	1035	1105	|		|	Ar PTO.VALLARTA. Lv	|	|	1150	1115	1650
			0825		1025	Ar MAZATLAN. . . Lv	1025	1240			
			0855		1055	Lv MAZATLAN. . . Ar	0955	1210			
			1205		1405	Ar HERMOSILLO. . Lv	0700	0900			
			1235		1435	Lv HERMOSILLO. . Ar	2135	0020			
			|		1555	Ar MEXICALI. . . Lv	|	1700			
			1535			Ar LOS ANGELES . Lv	1635				

C-54 ⑦	C-47 ③⑤	C-47 ⑥		C-47 ③⑤	C-47 ⑥	C-54 ①
1300	0700	0700	Lv MEXICO, D.F. .Ar	1520	1515	0120
|	|	1000	Ar MONTERREY. . .Lv	|	|	|
|	|	1030	Lv MONTERREY. . .Ar	|	|	|
|	1040	|	Ar NUEVO LAREDO .Lv	1140	|	|
|	|	1125	Ar REYNOSA. . . .Lv	|	1225	|
1630	|	|	Ar SAN ANTONIO. .Lv	|	|	2150
1720	|	|	Lv SAN ANTONIO. .Ar	|	|	2100
1855	|	|	Ar DALLAS Lv	|	|	1925
1945	|	|	Lv DALLAS . . . .Ar	|	|	1835
0020	|	|	Ar CHICAGO. . . .Lv	|	|	1400

611C C-82 ④	631C C-47 ⑦	C-54 ②⑥		C-54 ③⑥	610C C-47 ⑤	630C C-47 ①
0700	0700	0700	Lv MEXICO, D.F. Ar	1515	1700	1330
0840	0840	|	Ar VERACRUZ. . . Lv	|	|	1150
0900	0900	f	Lv VERACRUZ. . . Ar	|	|	1130
1000	0955	|	Ar MINATITLAN. . Lv	|	1415	|
1020	1015	f	Lv MINATITLAN. . Ar	|	1345	|
1105	1100	|	Ar VILLAHERMOSA. Lv	|	1300	|
1125	1120	f	Lv VILLAHERMOSA. Ar	f	1230	f
1210	1200	|	Ar C.DEL CARMEN. Lv	|	1145	0940
1230	1220	f	Lv C.DEL CARMEN. Ar	f	1115	0920
1320	1310	|	Ar CAMPECHE. . . Lv	|	1025	0830
1340	1330	f	Lv CAMPECHE. . . Ar	f	0955	0810
|	1440	|	Ar CHETUMAL. . . Lv	|	|	0700
1425	|	1035	Ar MERIDA. . . . Lv	1135	0900	|

F = Flatstop - Minimum 1,000 kilos

DELTA AIR LINES (DL)

27 ④	25 #Ex ⑦①	29 #Ex ⑥⑦	C-46	22 #Ex ⑥⑦	26 #Ex ⑦①	24 ⑥
		2330	Lv NEWARK. . . . . Ar	1143		
		0015	Ar PHILADELPHIA. Lv	1103		
		0105	Lv PHILADELPHIA. . . . . Ar	1033		
		0254	Ar CHARLOTTE Lv	|		
		0354	Lv CHARLOTTE . . . . . Ar	|		
	0100	|	Lv CHICAGO (MDW) . . . . Ar	|	0820	
	|	|	Ar MEMPHIS Lv	|	0440	
	|	|	Lv MEMPHIS . . . . . Ar	|	0400	
	0407	0522	Ar ATLANTA Lv	0600	0258	
1000	0545	0650	Lv ATLANTA . . . . . Ar	0432	0133	1436
|	0754	|	Ar ORLANDO Lv	|	2313	|
|	0834	|	Lv ORLANDO . . . . . Ar	|	2213	|
|	|	0818	Ar NEW ORLEANS Lv	0120	|	|
|	|	0918	Lv NEW ORLEANS . . . . . Ar	0020	|	|
|	|	1108	Ar HOUSTON Lv	2241	|	|
|	|	1158	Lv HOUSTON . . . . . Ar	2201	|	|
|	0947	|	Ar MIAMI Lv	|	2100	|
0108	|	1323	Ar DALLAS. Lv	2030	|	1000

EASTERN AIR LINES, INC. (EA)

925 #Ex ⑦①	921 #Ex ⑦①	923 #Ex ⑥⑦	L-1049C	924 #Ex ⑥⑦	926 #Ex ⑥⑦	922 #Ex ⑥⑦
	0230	2345	Lv NEW YORK (IDL) . Ar	0525		0740
0500			Lv CHICAGO (MDW) . . Ar		0228	
			CHARLOTTE. . . . Lv		0001	
			CHARLOTTE. . . . Ar		2305	
0722	0455		Ar ATLANTA Lv		2200	0330
0900	0730		Lv ATLANTA . . . . Ar		2101	0221
	0757		Ar MOBILE Lv			2359
	0900		Lv MOBILE . . . . . Ar			2302
	0941		Ar NEW ORLEANS. . . Lv			2220
	1045		Lv NEW ORLEANS. . . Ar			2122
	1207		Ar HOUSTON. Lv			2000
		0535	Ar SAN JUAN Lv	2350		
		0730	Lv SAN JUAN . . . . Ar	2150		
1128		1010	Ar MIAMI. Lv	1700	1830	

Flt.923 will not operate July 4
Flts. 925 & 921 will not operate July 5

Flts. 924,926 & 922 will not operate will not operate July 4

FLYING TIGER LINE (FT)

182 #Ex ⑥⑦	282 #Ex ⑤⑥⑦	282 ⑤	382 #Ex ⑥⑦	382 ⑥	L-1049H	181 #Ex ⑥⑦	281 #Ex ⑤⑥⑦	281 ⑤	283 #Ex ⑥⑦	381 ①
			1930		Lv SEATTLE. . . . . Ar		1730			0550
			1920		Ar PORTLAND Lv					0400
			2025		Lv PORTLAND . . . . Ar					0320
			2350		Ar SAN FRANCISCO/ Lv		1440			0200
	2000	2000	0100	2300	Lv OAKLAND . . . Ar		0930	0930	1710	
t1700	t1700	t1700			Lv SAN DIEGO. . . . Ar	t0800			t0800	
	2130	2130			Ar LOS ANGELES(BUR) Lv				1525	
2300	2230	2230			Lv LOS ANGELES. . . Ar	0630			1130	
				0625	Ar MINNEAPOLIS. . . Lv					
				0655	Lv MINNEAPOLIS. . . Ar					
0720			0930	2040	Ar CHICAGO. Lv	0130	0435	0435		
0820			1100	2240	Lv CHICAGO. . . . . Ar	0100	0320	0320		
t1130			t1130	t1130	Ar MILWAUKEE. . . . Lv	t2200	t2200	t2200		
t0800			t0800	t0800	Ar SOUTH BEND . . . Lv	t1800	t1800	t1800		
t0700			t0700	t0700	Ar GRAND RAPIDS . . Lv	t1700	t1700	t1700		
			1210	1145	Ar DETROIT. Lv		0200	0200	0540	
			1310	1230	Lv DETROIT. . . . . Ar		0045	0045	0425	
			t0700	t0700	Ar TOLEDO Lv		t1900	t1900	t1900	
1050					Ar CLEVELAND. . . . Lv				0440	
1150					Lv CLEVELAND. . . . Ar				0310	
t2000					Ar AKRON. Lv				t1830	
t2000					Ar BUFFALO. Lv				t1600	
			1550	1515	Ar BINGHAMTON . . . Lv					
			1705	1625	Lv BINGHAMTON . . . Ar					
			t0800	t0800	Ar ALBANY Lv					
			t0800	t0800	Ar ROCHESTER. . . . Lv					
t1900	0930	t1900	t0730	t0730	Ar NEW YORK (IDL) . Lv	t1900	t1900	t1900	t1900	
	1130				Lv NEW YORK (IDL) . Ar					
1330	t1530	0955	1800	1720	Ar NEW YORK (EWR) . Lv	2230	2315	2315	0110	
				0300	Lv NEW YORK (EWR) . Ar				2350	
t0200	t1500	t1500	t0200	t0200	Ar PHILADELPHIA . . Lv	t1900	t1900	t1900	t2200	
					HARTFORD/ Lv				2300	
					SPRINGFIELD . Ar				2145	
	1250			0530	Ar BOSTON Lv				2100	
	t0930				Ar PROVIDENCE . . . Lv				t1700	

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

INDIAN AIRLINES (IAC)

Douglas Freighter Read Down	311 ✕	313 ✕	315 ✕	317 ✕	319 ✕	321 ✕	323 ✕	331 ✕	333 ✕	335 ✕	337 ✕	339 ✕	341 ✕	343 ✕	345 ✕	347 ✕	349 ✕	351 ✕	353 ✕	355 ✕	357 ✕	359 ✕	361 ✕	381	381	391 ⑤	376
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400	
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605																			0505	
GAUHATI, Kahikuchi...Lv																										0635	0800
AGARTALA, Singerbhil..Ar								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505				0905
BAGDOGRA .....Ar																								0855	0545		
MOHANBARI, Mcpl....Ar																										0825	

RETURN Read Down	318 ✕	316 ✕	314 ✕	312 ✕	324 ✕	322 ✕	320 ✕	332 ✕	334 ✕	336 ✕	338 ✕	344 ✕	340 ✕	342 ✕	346 ✕	350 ✕	352 ✕	354 ✕	348 ✕	356 ✕	358 ✕	360 ✕	362 ✕	364 ✕	366 ✕	382	382	392 ⑤	375
MOHANBARI, Mcpl....Lv																											0855	
BAGDORA Lv																										0615	0925	
AGARTALA, Singerbhil..Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720			1035	0620
GAUHATI, Kahikuchi...Ar																												1105	
GAUHATI, Kahikuchi...Lv	1145	0735	0705	0635	1630	1255	1220																					0725	
CALCUTTA, Dum Dum..Ar	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1120	1310	

Douglas Freighter Read Down	365 ✕	363 ✕	325 ⑦② ③⑤	327 ①③ ④⑥	329 ①④ ⑥	373 ✕	373 ✕	373 ⑦③ ④	393 ✕
CALCUTTA.....Lv	1530	1430	0800	0800	1210	0845	0800	0845	0800
AGARTALA .....Ar	1650	1550							
KAILASHAHAR .....Ar			0945						
KAMALPUR .....Ar				0935					
KHOWAI.....Ar					1335				
SILCHAR .....Ar						1050	1005	1050	
SILCHAR Lv								1110	
IMPHAL.....Ar								1150	
RUPSI									0945

RETURN Read Down	394 ✕	373 ⑦③ ④	374 ✕	374 ①② ⑤⑥	330 ①④ ⑥	328 ①③ ④⑥	326 ⑦② ③⑤
RUPSI.....Lv	1015						
IMPHAL Lv		1210					
SILCHAR .....Ar		1250					
SILCHAR.....Lv		1310	1035	1120			
KHOWAI Lv					1400		
KAMALPUR Lv						1005	
KAILASHAHAR Lv							1015
AGARTALA Lv							
CALCUTTA .....Ar	1200	1515	1240	1325	1525	1140	1200

IRISH INTERNATIONAL AIRLINES (ALT)

82Mo #Ex ⑥	830 ③	842 ④	822 ② ⑤	820 ④ ⑥	870 ⑥	1011 ⑦	800 ①③ ④⑤	854 ②	852 ①③ ④	850 ②	C-47	801 #Ex ②	851 ① ④	861 ②	863 ③	821 ④ ⑥	823 ② ⑤	841 ②	843 ④	831 ③	82Mo #Ex ⑥
2020	1105	1725	1225	1105	1050	1050	1310	1355	1200	1105	Lv DUBLIN. . . . . Ar	1950	1645	1645	1800	1540	1700	2010	2210	1555	2359
					1155	1155					Ar SHANNON Lv										
					1255						Lv SHANNON . . . . Ar										
					1535		1520				Ar LONDON. Lv	1735									
								1530	1335	1240	Ar BRISTOL Lv		1505								
											GARDIFF Lv			1510	1625						
2135		1900	1340	1220							Ar MANCHESTER. . . Lv					1420	1540				2240
	1230										Ar BIRMINGHAM. . . Lv							1835	2035	1430	
											Ar GLASGOW Lv										

INI & CIA. S.A. (INI)

190 ③	C-54	191 ⑦
0800	Lv BUENOS AIRES . . . Ar	2200
1130	Ar SANTIAGO Lv	1630
1230	Lv SANTIAGO . . . . . Ar	1530
1945	Ar LIMA Lv	0615
2100	Lv LIMA . . . . . Ar	0515
0515	Ar PANAMA Lv	2100
0615	Lv PANAMA . . . . . Ar	2000
1215	Ar MIAMI. Lv	1400

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KLM ROYAL DUTCH AIRLINES (KL)

KL066 SC ①=	KL062 DC-7F ①③*	KL064 SC ③	KL064 SC+ ⑦	SC - Super Constellation	KL061 DC-7F ④⑦#	KL063 SC+ ⑤	KL065 SC ⑦
1000	0500	0300	0300	Lv NEW YORK. . Ar	1300.	1425	0655
	|	|	|	MONTREAL. . Lv	1120.	1240	0510
②				MONTREAL. . Ar	0950.	1110	0340
0345	2045	2045	2045	Ar GLASGOW . . Lv	0335.		
0445	2145	2145	2145	Lv GLASGOW . . Ar	0205	|	|
0645	2345	2345	2345	Ar AMSTERDAM . Lv	0001	0001	1630

\+ Operates until July 30
= From August 6
. No local traffic

* From Aug. 3 will operate ①④⑥
# From Aug. 2 will operate ③⑤⑦

KL013 DC-3 ②③ ④⑥	KL001 DC-3 #Ex ⑦①	KL011 DC-7F /SC + ③④⑥	KL003 DC-3 ②⑤	KL009 DC-3 ①	SC - Super Constellation	KL002 DC-3 #Ex ⑦①	KL014 DC-3 ②③+ ⑤④	KL008 DC-3 ⑥	KL004 DC-3 ②⑤	KL012 DC-7F/ SC + ③④⑥
0130	0445	1500	1530	2125	Lv AMSTERDAM. . Ar	0315	0720	1035	2120	2130
0330	0645	1625	1730	2325	Ar LONDON . . . Lv	0125	0530	0845	1930	2010

\+ From Aug. 1 on ②④⑤⑥

KL041 DC-3 #Ex ⑦①	SN104 DC-3 #Ex ⑦①	SK042 Curtiss #Ex ⑦①	SR705 Metr. #Ex ⑦①	KL027 DC-3 ③④ ⑥		KL028 DC-3 ③④ ⑥	SR704 Metr. #Ex ⑦①	SK051 Curtiss #Ex ⑦①	SN103 DC-3 #Ex ⑦①	KL042 DC-3 #Ex ⑦①
1525	0345	0350	0410	1315	Lv AMSTERDAM. . Ar	2100	0300	0230	0245	2135
1730	|	|	|	|	Ar PARIS. . . . Lv	|	|	|	1930
	0445				Ar BRUSSELS . . Lv				0140	
		0615			Ar COPENHAGEN . Lv			0005		
			0605	|	Ar BASLE/ Lv		0100			
			0650		Lv MULHOUSE . Ar		0010			
			0720	1605	Ar ZURICH . . . Lv	1800	2340			

KL017 DC-3 ②④⑤	KL015 DC-3 #Ex ⑦	KL021 DC-3 ⑥		KL022 DC-3 ⑥	KL016 DC-3 #Ex ⑦	KL018 DC-3 ②④⑤
1445	1500	1120	Lv AMSTERDAM. . Ar	2150	2200	2205
|	|	|	DUSSELDORF . Lv	|	|	2100
			DUSSELDORF . Ar			2010
1715			Ar NUREMBERG. . Lv			1815
			FRANKFURT. . Lv		2000	
			FRANKFURT. . Ar		1920	
	1720		Ar STUTTGART. . Lv		1820	
			LINZ Lv	1800		
			LINZ . . . . Ar	1715		
		1530	Ar VIENNA . . . Lv	1615		

JAPAN AIR LINES

635 ⑦	633 ⑥	631 ③	DC-7F	650 ②	632 ⑤	654 ⑥
1600	1600	1600	Lv SAN FRANCISCO. Ar		0615	
|	|	|	SEATTLE. . . . Ar	2215	|	2215
2110	2110	2110	Ar HONOLULU . . . Lv	|	1910	|
2240	2240	2240	Lv HONOLULU . . . Ar		1740	
|	|	|	ANCHORAGE. . . Lv	1400	|	1400
			ANCHORAGE. . . Ar	1300		1300
0745	0745	0745	Ar TOKYO. Lv	2030	2330	2030

LANICA AIRLINES (NI)

401 ① ④⑥	C-46	402 ① ④⑥
0600	Lv MIAMI Ar	0530
1015	Ar MANAGUA Lv	1130

LINEAS AEREAS COSTARRICENSES (LACSA)

615 ③⑤	C-46	616 ②④
0600	Lv MIAMI . . . . Ar	1430
0810	Ar GRAND CAYMAN. Lv	|
0900	Lv GRAND CAYMAN. Ar	
1130	Ar SAN JOSE, C.R.Lv	0730

LINEA AEROPOSTAL VENEZOLANA (LV)

262 #Ex ⑦	264 ③		265 ③	263 #Ex ⑦
0600	0500	Lv MAIQUETIA. . Ar	1630	1500
|	|	Ar KINGSTON . . Lv	1510	|
		Lv MARACAIBO. . Ar	1445	
1300		Ar MIAMI. . . . Lv	|	0700
|	0900	Ar PANAMA . . . Lv	1100	

LUFTHANSA GERMAN AIRLINES

LH041 #Ex ①④⑦	U.S.A.-Europe Super Constellation	LH040 #Ex ②③⑤	LH040 ⑥
2359	Lv NEW YORK . . . Ar	1155	1550
	MANCHESTER . . Lv		0530
	MANCHESTER . . Ar		0330
1800	Ar FRANKFURT. . . Lv	0100	0100

LH032 #Ex ①	LH030 ③④ ⑤	England Viking Service	LH031 ④⑤ ⑥	LH033 #Ex ①
	2300	Lv FRANKFURT. . . Ar	0715	
0115		Lv DUSSELDORF . . Ar		0710
0325	0145	Ar LONDON Lv	0430	0500

LH036 #Ex ⑦	VIKING Denmark Service	LH037 #Ex ①
2310	Lv FRANKFURT . . . Ar	
	Ar DUSSELDORF. . . Lv	
	Lv DUSSELDORF. . . Ar	0640
0030	Ar HANOVER Lv	
0100	Lv HANOVER . . . . Ar	
0250	Ar COPENHAGEN. . . Lv	0420

LH029 #Ex ①	LH024 #Ex ⑦	LH026 #Ex ⑦	LH020 #Ex ⑦	LH022 #Ex ⑦	VIKING Intra-German Service	LH027 #Ex ⑦	LH024 #Ex ⑦	LH028 #Ex ①	LH021 #Ex ①
			1805		Lv HAMBURG . . . . Ar				0130
			1850		Ar BREMEN. Lv				
			1925		Lv BREMEN. . . . . Ar				
			2000		Ar HANOVER Lv				
			2040		Lv HANOVER . . . . Ar				
0750				1915	Lv DUSSELDORF. . . Ar			0035	
				1945	Ar COLOGNE/BONN. . Lv				
				2030	Lv COLOGNE/BONN. . Ar				
0850			2200	2130	Ar FRANKFURT . . . Lv			2330	2340
	1705	1820			Lv FRANKFURT . . . Ar	2100	2135		
		1915			Ar STUTTGART . . . Lv	2005			
					Ar NUREMBERG . . . Lv		2045		
					Lv NUREMBERG . . . Ar		2000		
	1830				Ar MUNICH. Lv		1915		

MALAYAN AIRWAYS (MAL)

122 #	106 #	DC-3
0425	0455	Lv SINGAPORE
0555		Ar KUALA LUMPUR
	0700	Ar IPOH
	0730	Lv IPOH
	0810	Ar PENANG

MARITIME CENTRAL AIRWAYS (MAR)

525 ④	514 ②⑤	DC-3/C-46	515 ②③	526 ④
0800	0830	Lv MONCTON. . . . Ar	1320	1730
	0900	Ar CHARLOTTETOWN. Lv	1250	
	1000	Lv CHARLOTTETOWN. Ar	1220	
	1040	Ar HOUSE HARBOR . Lv	1140	
1130		Ar GOOSE BAY. . . Lv		1400

MACKEY AIRLINES

1-X ①④	3-X ②③	C-46	2-X ①④	4-X ②②
2400	1200	Lv FT. LAUDERDALE . . Ar	1500	1530
	1420	Ar WEST PALM BEACH. . Lv		
	1440	Lv WEST PALM BEACH. . Ar		
	1310	Ar WEST END/ Lv		
	1340	Lv GRAND BAHAMA . . Ar		
	1355	Ar FREEPORT/		1455
		GRAND BAHAMA . . Lv		
1300		Ar NASSAU Lv	1400	

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT ④	782 ALT ④	784 ALT ⑥	DC-3 Read Down	DC-3 Read Up	785 ⑥
0500	0500	0500	Lv PERTH	Ar	2345
0645	0645		Ar GERALDTON	Lv	
0705	0705		Lv GERALDTON	Ar	
0900	0900		Ar CARNARVON	Lv	
0920	0920		Lv CARNARVON	Ar	
			MORAWA	Lv	
			YALGOO	Lv	
			YALGOO	Ar	
		0715	Ar MT. MAGNET	Lv	
		0735	Lv MT. MAGNET	Ar	
			WILUNA	Lv	
		0825	Ar MEEKATHARRA	Lv	
		0845	Lv MEEKATHARRA	Ar	
		1050	Ar WITTENOON	Lv	
		1120	Lv WITTENOON	Ar	
1125	1125		Ar ONSLOW	Lv	
1200			Lv ONSLOW	Ar	
1300	1250		Ar ROEBOURNE	Lv	
1350	1340	1220	Ar PT. HEDLAND	Lv	
1420	1410	1240	Lv PT. HEDLAND	Ar	
1450	1450		Lv DE GREY	Lv	
1500	1450		Lv PARDOO	Lv	
1550	1540		Lv WALLAL	--	
1610	1600		Lv MANDORA	--	
		1415	Lv ANNA PLAINS	--	
1720	1710	1510	Lv BROOME	--	
1815	1805	1605	Ar DERBY	Lv	0700

MIDDLE EAST AIRLINES (MEA)

720 ③	616 ③	618 ⑤	770 ⑥	774 ⑦	DC-4 Read Down	DC-4 Read Up	771 ⑥	775 ⑦	615 ①	721 ③	617 ③
	0400	0400			Lv LONDON	Ar			0945		0945
	0920	0920			Ar ROME	Lv			0400		0400
	1020	1020			Lv ROME	Ar			0300		0300
	1510	1510			Ar ATHENS	Lv			②		④
	1610	1610			Lv ATHENS	Ar					
	2000	2000			Ar BEIRUT	Lv			2100		2100
0200			0200	0001	Lv BEIRUT	Ar	1145	1530		1330	
					Ar BAGHDAD	Lv				1130	
					BAGHDAD	Ar				1030	
0715			0715		Ar KUWAIT	Lv	0830			0830	
				0830	Ar DHAHRAN	Lv					
				0930	Lv DHAHRAN	Ar					
				0915	Ar DOHA	Lv					
				1015	Lv DOHA	Ar					
				1100	Ar BAHRAIN	Lv		1200			

NATIONAL AIRLINES, INC.

97 #Ex ⑦①	L-1049H	96 #Ex ⑥⑦
0130	Lv IDLEWILD . . . . Ar	0243
	Ar ORLANDO Lv	2200
	Lv ORLANDO . . . . Ar	2100
	Ar TAMPA. Lv	
	Lv TAMPA. . . . . Ar	F/S
0430	Ar WEST PALM BEACH. Lv	
0500	Lv WEST PALM BEACH. Ar	
0528	Ar MIAMI. Lv	2000

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

NORTHWEST AIRLINES (NW)

906 #Ex ⑥⑦	912 #Ex ⑥⑦	584 #Ex ③	582 #Ex ①③	DC-6A Combination	903 #Ex ⑦①	919 #Ex ⑥⑦	581 #Ex ①
		0945	0880	Lv ANCHORAGE . . . Ar			0350
		1815	1700	Ar SEATTLE . . . Lv			0100
0930	2130			Lv MINNEAPOLIS . . Ar	1807	0422	
				Ar ROCHESTER . . . Lv	1735		
				Lv ROCHESTER . . . Ar	1705		
1053	2253			Ar MILWAUKEE . . . Lv	1540		
1130	2335			Lv MILWAUKEE . . . Ar	1458		
				Ar CHICAGO Lv		0240	
				Lv CHICAGO (MDW) . Ar		0115	
1240	0040			Ar DETROIT (DTW) . Lv	1340		
1315	0130			Lv DETROIT (DTW) . Ar	1300		
1640	0450			Ar NEW YORK (IDL) Lv	1130	2330	

OLYMPIC AIRWAYS

⑦	VISCOUNT 800	⑦
0400	Lv LONDON . . . . Ar	2200
1350	Ar ATHENS Lv	1550

PACIFIC NORTHERN AIRLINES (PN)

3 ②③④⑤⑥⑦	3 ①②③④⑤	5 ✕	1B ②④⑤	1A ①⑤	1 ③⑦	Lockheed Constellation Speedpak Read Down / Read Up	2 ①②④⑥	2A ⑤	2B ③⑦	4 ✕	4 ①②③④⑤	6 ②③④⑤⑥⑦
	2340					Lv PORTLAND . . . . . Ar					2250	
	0030					Ar SEATTLE - TAKOMA Lv					2200	
0120		0830	0730	0730	0730	Lv SEATTLE - TAKOMA . . . . . Ar	1715	1715	1715	2125		0500
			1010	1010	1010	Ar KETCHIKAN (Annette Is.) Lv	1445	1445	1445			
			1155	1155	1155	Ar JUNEAU Lv	1300	1300	1300			①②③
			1300			Ar YAKUTAT Lv	↑	F ↑	1000			④⑤⑥
			1330	1240		Ar CORDOVA Lv	0820	0820	↑			
0500		1210	1450	1400	1320	Ar ANCHORAGE Lv	0700	0700	0700	1400		2135

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES

160 ⑦	160 ②	162 ②	160 ③	164 ③	160 ⑤	164 ⑤	164/162 ②⑥	DC-7F	161 ①	161 ③	163 ③	165 ④	163/165 ④	161 ⑤	161 ⑥	161 ⑦	163 ⑦
				1700		1700	1700	Lv CHICAGO (ORD) Ar	f1535			1535	1535				
				1815		1815	1815	Ar DETROIT (DTW) Lv				1415	1415				
				1945		1945	1945	Lv DETROIT . . . Ar	f1330			1330	1330				
				2315		2315	2315	Ar NEW YORK (IDL) Lv				1200	1200				
							(162)						(163)				
							⑥										
0300	0300	0400	0300	0300	0300	0300	0400	Lv NEW YORK (IDL) Ar	1030	0945	0925	0945	0925	0945	0945	1145	0925
f2230					f2230			Lv BALTIMORE . . . Ar									
f2230					f2230			Lv PHILADELPHIA . . Ar									
						0415		Ar BOSTON Lv									
	f0900		f0900	f0900		0500	f0600	Lv BOSTON . . . . Ar	f0955	f0910	f0850	f0910	f0850	f0910	f0910	f1110	f0850
			f0835		f0835			Ar GANDER Lv	f0845	f0800	f0745	f0800	f0745	f0800	f0800		f0745
		f1925		f1825			f1925	Ar SHANNON Lv	0330	f0400	0225	f0400	f0400	f0400	f0400		0225
				f1835		f1945		Ar GLASGOW Lv	0215	f0345		f0345	0140	f0345	f0345	f0545	
1940	1940		1940	1940	1940	2050		Ar LONDON Lv	0030	0130		0130		0130	0130	0330	
2300	2330		2330	2330	2330	0030		Lv LONDON . . . . Ar	2230	2335		2330		2335	2335	0130	
0015	f0045		0045		f0045	f0145		Ar BRUSSELS . . . Lv	f2215			2215				0015	
			0130					Lv BRUSSELS . . . Ar				2140				2340	
	f0045			0045	f0045	f0145		Ar AMSTERDAM . . . Lv	f2220	2220				2220	2220		
				0130				Lv AMSTERDAM . . . Ar		2150				2150	2150		
f0030	f0100				f0100	f0200		Ar DUSSELDORF . . . Lv	f2200	f2200		f2200		2200	2200	f2339	
								COLOGNE . . . Lv		f2150				f2150			
0055	0125		0240	0245	0125	0225		Ar FRANKFURT . . . Lv	2030	2030		2030		2030	2030	2230	
0800	0800		0800	0800	0800			Lv FRANKFURT . . . Ar		1910		1910		1910	1910	2110	
0845	0845		0845	0845	0845			Ar STUTTGART . . . Lv		1830		1830		1830	1830	2030	
0915	0915		0915	0915	0915			Lv STUTTGART . . . Ar		1750		1750		1750	1750	1950	
1005	1005		1005	1005	1005			Ar MUNICH Lv		1700		1700		1700	1700	1900	
f1210								Ar VIENNA Lv									
		2100					2100	Ar PARIS Lv			2300		2300				2300
		2300					2300	Lv PARIS . . . . Ar			2055		2055				2055
		0150					0150	Ar ROME Lv			1800		1800				1800
		0230					0230	Lv ROME . . . . Ar					1655				1655
							f0710	Ar ISTANBUL . . . Lv									
							f0755	Lv ANKARA . . . . Ar									
f1655		0815					f0815	Ar BEIRUT Lv			f1245		1245				1245

When required for reserved cargo of sufficient quantity, the above transatlantic all-cargo services will call at additional cities as indicated by the symbol (f) with its corresponding arrival or departure time. ONE city per flight only between London and Frankfurt. Minimum transatlantic loads required for flag landings are 400 kg. except as noted below: 1000 kg. minimum load to/from Gander.

Ankara 100 kg. Flt. 162 ④; 2000 kg. Flt. 162 ⑤; 2000 kg. Flt. 160 ⑦
Istanbul 100 kg. Flt 162 ④; 2000 kg. Flt. 162 ⑤
Beirut 2000 kg. Flt. 162 ⑤
Baltimore/Washington 1900 kg.
Philadelphia 1000 kg.
Glasgow 500 kg.

PAN AMERICAN GRACE AIRWAYS (PANAGRA)

393 ⑦	DC-7	392 ⑥
2359	Lv MIAMI . . . Ar	1805
0405	Ar PANAMA . . . Lv	1400
0930	Lv PANAMA . . . Ar	1210
f	Ar CALI Lv	f
f	Ar QUITO Lv	f
f	Ar GUAYAQUIL . . Lv	f
f	Ar TALARA . . . Lv	f
1140	Ar LIMA Lv	0700
0600	Lv LIMA . . . . Ar	1820
f	Ar ARICA Lv	
f	Ar ANTOFAGASTA . Lv	
f	Ar LA PAZ Lv	f
1210	Ar SANTIAGO . . Lv	1400

619 #Ex ⑥	678 #Ex ⑦	DC-4	679 #Ex ⑥	618 #Ex ⑤
	0110	Lv FRANKFURT . . Ar	2340	
		DUSSELDORF . Lv	2240	
		DUSSELDORF . Ar	2210	
	0250	Ar BERLIN . . . Lv	2020	
1530		Lv BERLIN . . . Ar		1850
1640		Ar HAMBURG . . . Lv		1740

875 ①	879 #Ex ⑦		878 ⑥	878 ②④	876 ④
		Lv LOS ANGELES . . Ar	0745		
2100	2100	Lv SAN FRANCISCO . Ar	1025	0715	2200
0230	0230	Ar HONOLULU . . . Lv	1945	1945	1030
0230	0800	Lv HONOLULU . . . Ar	1820	1820	1915
1040		Ar GUAM ISLAND . . Lv			0200
	1925	Ar TOKYO Lv	0100	0100	

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PAA
U.S.A.—LATIN AMERICA

3211 ③	3401 ⑥	3451 ②④ ⑥	3431 #Ex ④⑤	3253 DC-6A/ C-54 ②⑤	3433 #Ex ⑥⑦		C-54	3252 ①④	3434 #Ex ⑦①	3436 ① ④	3458 #Ex ④⑤	3402 ⑥	3432 ⑤	304 ②
				0045		Lv	NEW YORK. (IDL) . Ar	0600						
	1130	1730	0900		0730	Lv	MIAMI . . . . . Ar		1235	1600	1705	1500	1700	1445
	1230		1205			Ar	KINGSTON. Lv				1430			
		2330		0830		Ar	NASSAU. Lv					1400		
1115				0945		Ar	SAN JUAN. Lv	2300					1115	
				1200	1440	Lv	SAN JUAN. . . . . Ar	2130						
				1900		Ar	CARACAS Lv	1830	0645					
1530						Lv	CARACAS . . . . . Ar							
				0440		Ar	PORT OF SPAIN . . Lv			1000				
				0530		Ar	BELEM Lv							0300
				1245		Lv	BELEM . . . . . Ar							0205
				1345		Ar	RIO DE JANEIRO. . Lv							1845
				2020		Lv	RIO DE JANEIRO. . Ar							1735
						Ar	BUENOS AIRES. . . Lv							1115

(PAA)

3517 ①③	3515 ⑦	3501 ③	3511 ②④	P393 A⑦ DC-7F	3503 ⑥	3503 ④	C-54	3504 ⑦	3504 ⑤⑥	3506 ⑤	3512 ⑤	P392 A⑥ DC-7F	3518 ②④
	0530						Lv LOS ANGELES. . . Ar						
							HOUSTON. Lv			1950			
		1800					HOUSTON. . . . . Ar			1800			
	1210	1950					NEW ORLEANS. . . Lv			1630			
0830	1300	1300					Lv NEW ORLEANS. . . Ar						1845
1025							Ar HOUSTON. Lv						1700
1100							Lv HOUSTON. . . . . Ar						1630
			1100	2359	0730	0900	Ar BROWNSVILLE. . . Lv						
1320							Lv BROWNSVILLE. . . Ar	1655	1530		1435	1805	
1400					1130	1700	Lv MIAMI. . . . . Ar						1415
1730	1710	1710			1330		Ar MEXICO Lv						1315
	1030	0930			1415		Lv MEXICO . . . . . Ar		0930				0930
					PG393		Ar GUATEMALA. . . . Lv			1145			
	1800	1700	1635	0405			Lv GUATEMALA. . . . Ar			1400			
					0630		Ar SAN SALVADOR . . Lv	1100					
	1100	1100								1000	0900	1400	
	1730	1730			1140		Ar PANAMA CITY. . . Lv			③		PG392	
										1600		1210	
							Lv PANAMA CITY. . . Ar			1145			
							Ar CARACAS. Lv					0700	
							Ar LIMA. Lv						

QANTAS EMPIRE (EM) BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI)

BA/QF 776 C ⑥	BA/QF 780 SC ⑤	BA/QF 980 C ③	AI 164 SC ⑤	C - 749 Constellation SC - Super Constellation			AI 163 SC ①	BA/QF 981 C ③	BA/QF 781 SC ①	BA/QF 777 C ③
2230	2300	0700	0638	Lv	LONDON . . .	Ar	1935	0720	1700	2320
⑦	⑥	0835		Ar	DUSSELDORF .	Lv		0535		
0030	0105		0835	Ar	FRANKFURT. .	Lv			1425	2110
			1310	Ar	ROME	Lv	1535	①		
0255	0350	1130		Ar	ZURICH . . .	Lv	②	0245	1215	1845
1305		2140	2025	Ar	BEIRUT . . .	Lv	0950	1815	④	1015
	1455	④		Ar	DAMASCUS . .	Lv			0525	⑤
2055	⑦	0530		Ar	BAHRAIN. . .	Lv		1405		0605
	0220		⑥	Ar	KARACHI. . .	Lv			2205	
①			1030	Ar	BOMBAY . . .	Lv		⑦		
0710		1545		Ar	DELHI. . . .	Lv	0130	0630	1810	2230
	1015	⑤	0230	Ar	CALCUTTA . .	Lv	1900		1210	
		0020		Ar	RANGOON. . .	Lv		2300		
1725	1705			Ar	BANGKOK. . .	Lv		⑥		1420
		1015		Ar	HONG KONG. .	Lv		1800		
		1520		Ar	MANILA . . .	Lv			③	
2315	2245			Ar	SINGAPORE. .	Lv			0615	0930
	①									
②	0315	⑥		Ar	DJAKARTA . .	Lv		④	1205	④
1120	1315	0225		Ar	DARWIN . . .	Lv		0635	0635	0125
2050	2230	1140		Ar	SYDNEY . . .	Lv		2200	② 2200	④ 1700
								③	①	③

RIDDLE AIRLINES (RD)

201 #	207 #Ex ⑥⑦	401 #Ex ⑥	451 #Ex ⑥⑦	453 #Ex ⑦	301 #	C-46	202 #	402 #Ex ⑥	452 #Ex ⑥⑦	208 #Ex ⑥⑦	454 #Ex ⑥⑦	302 #
	2350					Lv BOSTON . . . . Ar				0850=		
0001	0100					Ar NEW YORK (IDL) . Lv				0745		
	0200					Lv NEW YORK (IDL) . Ar	0505			0645		
	0305					Ar PHILADELPHIA . . Lv				0600		
	0350					Lv PHILADELPHIA . . Ar				0425		
		2300				Lv CHICAGO . . . . Ar		0530				
		0015Ø				Ar INDIANAPOLIS . . Lv		0410Ø				
		0115Ø				Lv INDIANAPOLIS . . Ar		0330Ø				
			2305	0200		Lv DETROIT . . . . Ar			0525		2330	
			0100	0355		Ar CLEVELAND . . . Lv			0530			
			0200	0435		Lv CLEVELAND . . . Ar			0450			
		0350	0420	0630		Ar ATLANTA Lv		0050	0130		2000	
		0450	0520			Lv ATLANTA . . . . Ar		2350	2309			
	0740		0740			Ar ORLANDO Lv			2140	0001		
	0845		0840			Lv ORLANDO . . . . Ar			2040	2250		
			0920			Ar TAMPA Lv			2000			
0405	0950					Ar WEST PALM BEACH Lv						
0435	1020					Lv WEST PALM BEACH Ar						
0510	1055	0755				Ar MIAMI Lv	2300	2030		2130		
					2200	Lv MIAMI . . . . . Ar						0900
					0300	Ar SAN JUAN Lv						0600

Ø IND Sunday Demand Service

= Does not operate IDL-BOS ⑥ or ⑦

RUTAS AEREAS NACIONALES (RANSA)

③			①		④	②	⑤	⑦	C-46; C-47	②	⑤	⑦	①		④	③		
2000	0145	0005	2200	0145	0005	0430	0145	0005	Lv MIAMI, International.....Ar	1415	1800	2045	1900	1800	1400	0415	1800	1415
									BARCELONA, Muntadas.....Lv				1200					
									BARCELONA, Muntadas.....Ar				1100					
2300	0445	0305	0100	0445	0350	0730	0445	0305	Ar KINGSTON, Palisadoes.....									
2345	0530	0350	0145	0530	0350	0815	0530	0350	Lv KINGSTON, Palisadoes.....									
F	F	F		F	F	F	F	F	ARUBA.....									
			0545						Ar MARACAIBO, Gr. De Oro.....Lv						0800			
									MARACAIBO, Gr. De Oro I.....									
0445	1000	0820		1000	0820	1245	1000	0820	Ar CARACAS, Maiquetia.....Lv	1000	1145	1430	1000	1145		1000	1145	0800

#Ex ⑥⑦	DC-6A
0100	Lv MIAMI
0600	Ar CARACAS

SABENA BELGIAN AIRLINES (SAB)

SN256 ⑥	SN252 ②	SN254 ④	DC-7F	SN251 ②	SN253 ④	SN255 ⑥
2355	2355	2355	Lv NEW YORK . . Ar	1050	1050	1050
1635	1635	1635	Ar BRUSSELS . . Lv	0130	0130	0130

BE499F ②⑤⑦ V	SN205 ②③ ④⑤	C-47	SN206 ③④⑥	BE500F ②⑤⑦ V	SN206 ⑤
0540	2215	Lv BRUSSELS . . Ar	0355	0310	0550
0650	0030	Ar LONDON . . . Lv	0205	0205	0400

SN101 # Ex ⑦	DC-3 C-47	SN102 # Ex ⑦
2040	Lv BRUSSELS Ar	0045
2210	Ar PARIS Lv	2320

SN247 ①③⑤	C-47	SN248 ①③⑤
1005	Lv BRUSSELS . . Ar	2330
1530	Ar MILAN. . . . Lv	1745

SN103 # Ex ⑦①	KL005 # Ex ⑦①		KL006 # Ex ⑥⑦	SN104 # Ex ⑦①
0140		Lv BRUSSELS Ar		0445
0245		Ar AMSTERDAM Lv		0345
	0350	Lv AMSTERDAM Ar	0255	
	0635	Ar COPENHAGEN Lv	2400	

SN221 ②④	SN213 ③	SN217 ③⑤	SN215 ⑤	SN211 ⑥	DC-3/C-47	SN214 ③	SN218 ③⑤	SN216 ⑤	SN212 ⑥	SN22? ②④
1525	0635	1325	1055	1155	Lv BRUSSELS. . . Ar	1925	2045	1925	1925	2245
					Ar COLOGNE . . . Lv		1930			2130
					Lv COLOGNE . . . Ar		1845			2045
					Ar DUSSELDORF. . Lv	1820		1820	1820	
					Lv DUSSELDORF. . Ar	1745		1745	1745	
	0855		1315		Ar NUREMBERG . . Lv	1545		1545		
	0925				Lv NUREMBERG . . Ar	1515				
1740		1540	1545	1410	Ar STUTTGART . . Lv		1710		1545	1910
	1155				Ar VIENNA. . . . Lv	1355				

SAM AIRLINES

999A #Ex ①⑦	999 ④⑥	888 ④⑥	C-46	998A #Ex ⑥⑦	887 #	998 ①④
0330	0300		Lv MIAMI Ar	0430		2000
0900			Ar SAN ANDRES Lv	1000		
			Lv SAN ANDRES Ar			
			Ar CARTAGENA Lv			
		1145	Lv CARTAGENA Ar		1445	
		1215	Ar BARRANQUILLA Lv		1415	1400
		801	Lv BARRANQUILLA Ar		1315	1300
	1150	#	Ar MEDELLIN Lv		1130	
	1250	0600	Lv MEDELLIN Ar		1030	
	1350	0700	Ar BOGOTA Lv		0930	1100
	1445	0800	Lv BOGOTA Ar		0830	1000
	1630		Ar CALI Lv		0715	
		1200	Ar LETICIA Lv			0600

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

SCANDINAVIAN AIRLINES (SAS)

SK043 # Ex ①⑥	SK047 # Ex ⑦②	SK069 ③④ ⑥	SK053 # Ex ①⑥	SK057 ③④ ⑤⑥	SK/BE 15 #Ex ①	KL006 # Ex ⑦①	Curtiss	SK070 ③④ ⑥	SK054 # Ex ⑦②	SK058 ③④ ⑤⑥	BE/SK 16 #Ex ①	KL005 # Ex ①⑦	SK044 # Ex ⑦①
1335	1200						Lv STOCKHOLM. . . . Ar		0955				0935
							Ar STOCKHOLM. . . . Lv		0800				
							MALMO. . . . . Ar		0700				
1135	1400	1600	1630	1535	0520	2300	Lv COPENHAGEN . . . Ar	0155		0055	0335	0535	0735
					0755	0155	Ar AMSTERDAM. . . . Lv				0105	0250	
			2130	1915			Ar LONDON Lv			2115			
		2010					Ar PARIS. Lv		0040				
							Ar NICE Lv						
							Ar MILAN. Lv	2145					

Flts SK/BE 15-16 operate with V-802 equipment.

Flts KL006-005 operate with DC-3 equipment.

SK045 # Ex ⑦②	Curtiss	SK046 # Ex ⑦②
1230	Lv OSLO . . . . . Ar	1030
	GOTHENBURG . . . Lv	0945
	GOTHENBURG . . . Ar	0900
	MALMO. Lv	0800
	MALMO. . . . . Ar	0655
1415	Ar COPENHAGEN . . . Lv	0635

SEABOARD AND WESTERN AIRLINES (SBW)

200 * ③④ ⑥	100 * ③④	204 * ②⑤	104 Ø ①③ ④	100 * ①	100 * ⑦② ⑤⑥	* Constellation Ø DC-4 ≠ C-47	201 * ①②	101 ≠ ①②	105 Ø ②④ ⑤	205 * ③⑥	101 ≠ ③⑥	203 * ④⑤	101 ≠ ④⑤
1200	0330	1200		0600	0330	Lv NEW YORK. . . Ar	0900	1035		0900	1100	0900	1035
	1945			2215		Ar SHANNON . . . Lv		0230		0030			0230
	2100		0130	2315		Lv SHANNON . . . Ar		0140	0030	2330			0140
						GLASGOW . . . Lv	0030				0215	0030	
0550	2240			0100	2240	Ar LONDON. . . . Lv	2230	2345			2345	2230	2345
0645	2335			0155	2335	Lv LONDON. . . . Ar	1950	2245			2245	2040	2245
						AMSTERDAM . . Lv						2030	
	0035			0255	0035	Lv BRUSSELS. . . Lv	1840						2235
		0730	0545			Ar PARIS Lv			2200	2200			
		0830				Lv PARIS . . . . Ar				2030			
						HANOVER . . . Lv						1900	
						DUSSELDORF. . Lv	1900						
						COLOGNE . . . Lv	1850						
						HAMBURG . . . Lv						1800	
1000	0300			0530	0300	Ar FRANKFURT . . Lv	1800	2155			2155		2155
	0600			1400	0600	Lv FRANKFURT . . Ar		2120			2120		2120
	0655			1455	0655	Lv NURNBERG. . . Lv		2025			2025		2025
	0800			1600	0800	Lv MUNICH. . . . Lv		1920			1920		1920
	0905			1705	0905	Ar STUTTGART . . Lv		1815			1815		1815
		0900				Ar ZURICH. . . . Lv				1900			

SWISSAIR (SR)

704 DC-3 ① ② ③ ④ ⑤	DC-6A Read Down	Read Up	705 DC-3 ② ③ ④ ⑤ ⑥
	Lv NEW YORK	Ar	
	Ar MANCHESTER	Lv	
	Lv MANCHESTER	Ar	
	Ar BASLE	Lv	
	Lv BASLE	Ar	
	Ar GENEVA	Lv	
	Lv GENEVA	Ar	
	Ar ZURICH	Lv	
	Lv ZURICH	Ar	
	Ar GENEVA	Lv	
2310	Lv ZURICH	Ar	0715
2350	Ar BASLE/MULHOUSE	Lv	0640
0020	Lv BASLE/MULHOUSE	Ar	0610
0300	Ar AMSTERDAM	Lv	0340
	Ar STUTTGART	Lv	

TRANS-MEDITERRAN AIRWAYS (TMA)

120 ⑥⑦	108 ②⑥ ⑦	106 ③④ ⑦	112 ②	114 ⑥	102 ③	104 ⑦	Yorks DC-4	101 ④⑤	103 ⑦⑤	111 ②	113 ⑥	105 ③④ ⑦	107 ②⑥ ⑦	119 ⑥⑦
					0900	2300	Lv FRANKFURT . . . Ar	1530	1530					
					1000	2400	Ar BASEL Lv	1430	1430					
					1200	0200								
					1630	0630	Lv BASEL . . . . . Ar	1330	1330					
					1730	1730	Ar BRINDISI. . . . Lv	0900	0900					
					2320	1320	Lv BRINDISI. . . . Ar	0800	0800					
							Ar BEIRUT. Lv	0400	0400					
0100	0100	0300	0400	0400			Lv BEIRUT. . . . . Ar			2100	2100	1430	1530	1600
			0800	0800			Ar BAGHDAD Lv			1900	1900			
			0900	0900			Lv BAGHDAD . . . . Ar			1800	1800			
			1200	1200			Ar TEHRAN. Lv			1600	1600			
		0830					Ar KUWAIT. Lv					1100		
	0730						Ar DHAHRAN Lv						1000	
0730							Ar BAHRAIN Lv							
0900							Lv BAHRAIN . . . . Ar							
1030							Ar DOHA Lv							1230

TACA INTERNATIONAL AIR LINES SA)

525/ 101 ⑦	401 ⑥	801 ①③ ⑤	801/ 101 ②④	DC-4			400 ①	800 ②④	400 ③⑤	400 ⑦	102 ⑥
	0245	0330	0330	Lv	NEW ORLEANS	Ar	1820	1710	1900	1920	
0700				Lv	MEXICO CITY	Ar					1410
	0715			Ar	BELIZE.	Lv			1505		
	0750			Lv	BELIZE.	Ar			1450		
1025	0915	0900	0900	Ar	GUATEMALA CITY . . .	Lv	1325	1115	1325	1425	1050
1100	1015	1000	1000	Lv	GUATEMALA CITY. . .	Ar	1310	1045	1310	1410	1030
1145	1100	1045	1045	Ar	SAN SALVADOR. . . .	Lv	1225	1000	1225	1325	0945
1320	1210		1210	Lv	SAN SALVADOR. . . .	Ar	1200		1200	1250	
1415	1305		1305	Ar	TEGUCIGALPA	Lv	1115		1115	1205	
1435	1330		1330	Lv	TEGUCIGALPA	Ar	1100		1100	1150	
1530	1425		1425	Ar	MANAGUA	Lv	1005		1005	1055	
1550	1450		1450	Lv	MANAGUA	Ar	0950		0950	1040	
1700	1600		1600	Ar	SAN JOSE.	Lv	0840		0840	0930	

TRANS-CANADA (TCA)

909 ① ②③ ④⑤	North Star			910 ① ②③ ④⑤
Read Down			Read Up	
2100	Lv	MONTREAL.....Ar		A1455
2255	Ar	TORONTO.....Lv		A1315
2355	Lv	TORONTO.....Ar		1155
0350	Ar	WINNIPEG.....Lv		0650
0435	Lv	WINNIPEG.....Ar		0605
↓	--	CALGARY.....Lv		0150
↓	--	CALGARY.....Ar		0120
0730	Ar	EDMONTON.....--		↑
0800	Lv	EDMONTON.....--		
1015	Ar	VANCOUVER.....Lv		2200

A-Toronto to Montreal section ③④⑤ only.

TRANS CARIBBEAN AIRWAYS (TRC)

901 ①③	901 ⑥	DC-4			900 ①	900 ③⑤
Read Down			Read Up			
2400	2200	Lv	NEW YORK.....Ar		0500	0700
0800	0600	Ar	SAN JUAN.....Lv		2100	2300

TRANS WORLD AIRLINES (TW)

DOMESTIC

595 1649 #Ex ⑥⑦	591 1649 #Ex ⑥⑦	599 1049 #Ex ⑥⑦				594 1649 #Ex ⑥⑦	590 1649 #Ex ⑥⑦	592 1049 #Ex ⑥⑦
		2000	Lv	PHILADELPHIA. .	Ar			1709
		2045	Ar	NEW YORK (IDL).	Lv			
2200		2300	Lv	NEW YORK (IDL).	Ar	0840		
	2315		Lv	NEWARK.	Ar		1027	
2305			Ar	PHILADELPHIA. .	Lv			
0010			Lv	PHILADELPHIA. .	Ar			
			Ar	PITTSBURGH. . .	Lv			1555
			Lv	PITTSBURGH. . .	Ar			1439
		0120	Ar	CHICAGO (MDW) .	Lv			
		0235	Lv	CHICAGO (MDW) .	Ar			
0144			Ar	INDIANAPOLIS. .	Lv			
0245			Lv	INDIANAPOLIS. .	Ar			
0352			Ar	ST. LOUIS . . .	Lv			1120
0515			Lv	ST. LOUIS . . .	Ar			0959
0529			Ar	KANSAS CITY . .	Lv			0750
0645			Lv	KANSAS CITY . .	Ar			0620
1105	0539		Ar	LOS ANGELES . .	Lv		2245	0010
1230			Lv	LOS ANGELES . .	Ar			2310
1413		0800	Ar	SAN FRANCISCO .	Lv	2030		2120

TW INTERNATIONAL

980 ②	980 ④	972 ③⑤	970 ⑥	972 ⑤				971 ②	973 ④	981 ③	981 ⑥	973 ⑥
0130	0130	0130	0130	0130	Lv	NEW YORK (IDL).	Ar	1000	0920	1020	1205	1020
	1710				Ar	SHANNON. . . .	Lv	0235				
	1755				Lv	SHANNON. . . .	Ar	0150				
		1830		1830	Ar	LONDON	Lv		0030			0030
		1930		1930	Lv	LONDON	Ar		2330			2230
		2125	1955	2125	Ar	FRANKFURT. . .	Lv	2230	2130			2130
			2155		Lv	FRANKFURT. . .	Ar	2055				
1905	2015				Ar	PARIS.	Lv			0045	0230	
2030	2145				Lv	PARIS.	Ar			2315	0105	
2150	2305				Ar	GENEVA	Lv			2155	2345	
2250	0005				Lv	GENEVA	Ar			2055	2245	
			2230		Ar	ZURICH	Lv	1950			2150	
			2330		Lv	ZURICH	Ar	1850			2050	
					Ar	MADRID	Lv					
					Lv	MADRID	Ar					
			0030		Ar	MILAN.	Lv	1745		1945	1945	
			0130		Lv	MILAN.	Ar	1610		1810	1810	
0045	0200		0305		Ar	ROME	Lv	1430		1630	1630	

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

WHEELER AIRLINES

101 P ②⑤	C-46 DC-3 Read Down	Read Up	102 P ②⑤
0915	Lv VAL D'OR.....Ar		1630
1225	Ar GREAT WHALE.....Lv		1320

TRANSA-CHILE

④	⑦	③⑥	⑤	④	C-46 Read Down	Read Up	④	①	②⑤	①	④
1500		1000			Lv ARICA.....Ar		1225		1425		
1710		1210			Ar ANTOFAGASTA...Lv		1015		1215		
1755		1255			Lv ANTOFAGASTA...Ar		0930		1130		
2125		1325			Ar SANTIAGO.....Lv		0600		0800		
	0800		0800	0900	Lv SANTIAGO.....Ar			1750		1730	1700
	1100		↓	1200	Ar BARILOCHE.....Lv			1450		↑	1400
	1145				Lv BARILOCHE.....Ar			1405			
	1750				Ar PUNTA ARENAS..Lv			0900			
			1130		Ar J. FERNANDEZ..Lv					1400	

UNITED AIR LINES (UA)

59* #Ex ⑥⑦⑨	69≠ ⑦Ex ⑧	63≠ #Ex ⑥⑦⑧	75 #Ex ⑥⑦⑧	67≠ #Ex ⑥⑦⑧	71 #Ex ⑥⑦⑧	73 #Ex ⑥⑦⑧	65≠ #Ex ⑥⑦⑧	61≠ #Ex ⑥⑦⑧	53* #	≠ DC-6A DC7A * DC-6T + DC-6B	66+ #Ex ①⑦⑨	70 #Ex ②⑤⑥⑦	70 ⑦Ex ⑧	72 #Ex ⑥⑦⑧	74 #Ex ⑥⑦⑧	60 ⑤ Ex⑧	62≠ #Ex ⑥⑦⑧	64≠ #Ex ⑥⑦⑧	68≠ #Ex ⑥⑦⑧	56* #Ex ⑥⑦⑧
			2220	2120				1210		Lv BOSTON. . . . . Ar	1210				1800				0852	
	0748		2300	2203						Ar HARTFORD/ Lv									0810	
	0930		0001	2300						Lv SPRINGFIELD . Ar									0708	
	0700		0046							Ar NEW YORK (IDL). Lv									0620	
			0200		2330					Lv NEW YORK (IDL). Ar				1112		1525			0500	
										Ar NEW YORK (LGA). Lv		1045								
										Lv NEW YORK (LGA). Ar		0942								
0130		2215				2300				Lv NEWARK. . . . . Ar	1105	1115	1720		1540			1844		0325
		2259								Ar PHILADELPHIA. . Lv			1645					1805	0415	
		0010					2110			Lv PHILADELPHIA. . Ar			1553				1410	1645	0310	
0330				0117			2302	1450		Ar CLEVELAND . . . Lv	0720		1425		1405				0135	
0515				0245			0005	1520		Lv CLEVELAND . . . Ar	0605		1337		1312				0025	
		0130								Ar DETROIT Lv								1345		
		0255								Lv DETROIT . . . . Ar								1243		
0550	1205	0406	0405	0320	0135	0100	0040	1555		Ar CHICAGO (MDW) . Lv	0340	0600	1115	0730	1050	1130	1035	1135	2200	2330
	1530	0605	0545	0505	0245	0215				Lv CHICAGO (MDW) . Ar		0435	0940	0620	0855	1005	0840	0940		
	1720	0705		0655						Ar DENVER Lv						0445	0320	0420		
	1830	0910		0755						Lv DENVER . . . . Ar						0358	0215	0320		
		1110								Ar SALT LAKE CITY. Lv								0135		
		1200								Lv SALT LAKE CITY. Ar								0035		
	2215		1005			0635				Ar LOS ANGELES . . Lv				2230	0105	0030				
	2330		1140							Lv LOS ANGELES . . Ar					2325	2300				
	0107	1438	1310		0735					Ar SAN FRANCISCO . Lv		2025	0130		2145	2115	2230			
									0600	Lv SAN FRANCISCO . Ar										
									0619	Ar OAKLAND Lv										
				1115						Ar PORTLAND. . . . Lv								2100		
				1235						Lv PORTLAND. . . . Ar								2007		
				1422						Ar SEATTLE/TACOMA. Lv								2015		

⑧-Holidays
⑨-Days after holidays

1/ Flt 68 terminates IDL on Saturday mornings.

VARIG (RG)

966 ⑤	667 EX①	C-46 Read Down	Read Up	666	967 ⑥
0612	0300	Lv RIO DE JANEIRO.....Ar		0330	1540
	0430	Ar SAO PAULO.....Lv		0200	↑
	0500	Lv SAO PAULO.....Ar		0130	
	0800	Ar PORTO ALEGRE, Salgado Filho...Lv		2230	
		-- VITORIA.....			F
↓		-- BELMONTE.....			F
1115		Ar SALVADOR, Ipatanga.....Lv			1040
1145		Lv SALVADOR, Ipatanga.....Ar			1010
F		-- ARACAJU, Municipal.....--			F
F		-- PROPRIA.....--			F
F		-- PENEDO.....--			F
F		-- MACEIO, Tab. do Pinto.....--			F
1520		Ar RECIFE, Iba. Guar.....Lv			0635
1540		Lv RECIFE, Iba. Guar.....Ar			0615
F		-- JOAO PESSOA, Santa Rita.....--			F
1655		Ar NATAL, Parnamirim.....Lv			0500

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijui, Santo Angelo, Xapeco, Carazinho, Passo Fundo, Erechim, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

U.A.T. AEROMARITIME (UT-AMA)

DC-4* ⑥	UT-755 DC-6 ④	AMA-97 Nord ①	AMA-93 Nord ③	AMA-99 Nord ①	DC-4 NORD 2.502 DC-6 Read Down	Read Up	AMA-98 Nord ②	UT-756 DC-6 ⑥	AMA-90 Nord ⑤	DC-4 ⑦
					Lv PARIS LE BOURGET.....Ar			1000		①
1610	1620				Ar NICE.....Lv			0755		0040
↓	1825				Lv NICE.....Ar			0655		↑
0005	1910				Ar TRIPOLI.....Lv			↑		1150
0105	⑤				Lv TRIPOLI.....Ar					1750
0730	0320				Ar FORT-LAMY.....Lv			2225		
	0430		0600	0600	Lv FORT-LAMY.....Ar			2110	1800	0930
	↓		↓	↓	-- MOUNDOU.....Lv			↑	1635	
					-- MOUNDOU.....Ar*				1555	
			0800	0800	Ar N'GAOUNDERE....--				↑	
		0615	0850	0850	Lv N'GAOUNDERE....--				1355	
		↓	↓	↓	-- BANGUI.....Lv					
					-- BANGUI.....Ar		1730			
	0710	0805			Ar DOUALA.....Lv		↑	1630		
		0855			Lv DOUALA.....--			↑		
		1020		1150	Ar LIBREVILLE....--					
		1100		1315	Lv LIBREVILLE....--					
		1140	1220		Ar PORT-GENTIL....--					
				↓	-- BRAZZAVILLE....Lv		1355			
				1530	Ar POINTE-NOIRE...--					

*Every other week.

EXPLANATION OF CODES AND SYMBOLS

X-Daily
①-Monday
②-Tuesday
③-Wednesday
④-Thursday
⑤-Friday
⑥-Saturday
⑦-Sunday
Ex-Except

P -Combination Passenger/Cargo Flights with Max. Cargo capacity.
Ar-Arrival
Lv-Departure
f -Optional Landing (flag stop)
X -Technical Landing
E -Service Temporarily Suspended

CARRIER	MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot) By Carriers and Types of Aircraft.																						ALL-CARGO							
	Boeing Stratocruiser	Boeing 707-720	Britannia	CARAVELLE	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-1649A	Douglas DC-7F	Lockheed Const. 749H
AA.....	--	150	--	--	150	--	--	--	150	--	75	200	--	--	--	--	75	--	--	--	--	--	--	--	--	200	--	--	200	--
AL.....	--	--	--	--	100	--	80	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	--	--	185	--	200	--	--	--	--	--
ALITALIA	--	--	--	61	150	--	40	--	75	--	75	--	75	120	--	--	--	--	--	--	--	150	--	--	--	--	--	--	200	--
AF.....	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	75	--	75	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	150	--	--	100	--	100	--	100	--	--	--	75	--	--	100	45	--	--	--	--	150	185	--	--	200	--	--	--	--
BOAC....	--	150	75	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100
CO.....	--	150	--	--	--	--	100	--	100	--	100	75	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	--	85	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	--	--	75	--	65	--	200	--	--	200	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CU.....	--	--	--	--	--	--	95	--	--	--	--	--	--	--	--	70	--	70	--	--	--	150	185	--	--	--	--	--	--	--
DL.....	--	-	--	--	150	100	85	--	150	--	--	75	--	120	--	70	--	--	100	--	--	--	--	185	--	--	--	--	--	--
EA.....	--	--	--	--	65	--	--	--	--	--	--	75	--	--	--	--	45	70	100	--	--	--	--	--	--	--	--	200	--	--
ELAL....	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	--	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
FL.....	--	--	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
FTL.....	--	--	--	--	--	--	--	7	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	200	--	300	--	--
JAL.....	--	--	--	--	--	--	--	--	--	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	100	--	--	--
KLM.....	--	--	--	--	154	--	50	205	77	--	77	77	--	122	--	72	45	154	--	--	--	150	--	--	205	205	102	300	--	--
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	100	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	150	--	--	--	150	--	100	200	--	120	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
NE.....	--	--	--	--	--	100	80	--	--	--	75	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--
NO.....	--	--	--	--	150	--	80	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	--	150	--	--	--	--	--	--	--	200	75	--	75	120	--	--	45	--	--	--	--	--	--	--	--	200	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
PC.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--
PAA/FG..	100	150	--	--	--	--	--	--	--	--	75	75	75	120	--	--	--	--	--	--	--	--	--	--	185	200	--	--	--	--
PI.....	--	--	--	--	--	--	80	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA.....	--	150	--	--	--	--	--	100	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	300	--	--
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	185	--	185	--	--	--	--	--
SAB.....	--	150	--	--	--	--	100	100	100	--	150	--	75	--	--	--	--	--	--	--	--	--	--	--	100	205	--	--	--	--
SAS.....	--	--	--	--	--	--	--	--	100	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	550	--	200	--	--	300	--	--
SO.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SR.....	--	--	--	--	--	--	--	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--
TACA....	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	--	--	--	100	--	--	--	--	--	--	120	--	--	--	70	--	--	--	150	--	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	--	100	--	--	75	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TT.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	150	--	--	--	100	--	--	--	--	--	--	--	--	--	70	--	70	--	--	--	--	--	--	200	--	--	300	--	--
UA.....	--	150	--	123	150	--	100	--	150	--	150	150	--	120	--	--	--	--	--	--	--	150	--	--	--	200	--	--	200	--
WA.....	--	150	--	--	75	--	--	--	--	--	75	--	--	--	--	--	45	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	--	120	--	--	--	--	--	--	--	125	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																						ALL-CARGO							
	Boeing Stratocruiser	Boeing 707-720	Britannia	CARAVELLE	Consolidated Convair	Convair 880	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Speedpak	Lockheed Super Const. 1049-1649A	Douglas DC-7F	Lockheed Const. 749H
AA.....	See U.S. and Canadian City Directory																													
AL.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	--	--
ALITALIA	--	--	--	--	--	--	--	--	600	--	600	--	600	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--
AF.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	500	--	--	500	--	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	200	2000	--	--	6000	--	--	--	--
BOAC....	--	600	600	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2000
CO.....	--	500	--	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	See U.S. and Canadian City Directory																													
CU.....	--	--	600	--	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	5000	--	--	--	--	--	--	--
DL.....	--	--	--	--	400	200	200	--	400	--	--	250	--	350	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	--	--
EA.....	--	--	--	--	200	--	--	--	--	--	--	200	--	200	--	200	200	200	200	--	--	--	--	--	--	--	--	6000	--	--
ELAL....	--	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	--	--	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	500	--	--
FL.....	See U.S. and Canadian City Directory																													
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	10000	--	--
HAL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
JAL.....	--	--	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	600	500	--	--	--
KLM.....	See U.S. and Canadian City Directory																													
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	150	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	400	--	--	--	400	--	200	200	--	200	--	--	200	200	--	--	--	--	--	--	--	--	--	6000	--	--
NE.....	--	--	--	--	--	200	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
NO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NW.....	--	300	--	--	--	--	--	--	--	200	200	--	200	300	--	--	200	--	--	--	--	--	--	--		2000	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ.....	See U.S. and Canadian City Directory																													
PC.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--
PAA/PG..	--	1100	--	--	--	--	--	550	--	--	550	550	550	1100	--	--	--	--	--	--	--	--	--	--	5500	5500	--	--	5500	--
PI.....	--	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QEA.....	--	600	--	--	--	--	--	250	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	--	--	500
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--	--	--
SAB.....	--	600	--	--	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SBW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--	6000	--	--	6000	--	--
SO.....	See U.S. and Canadian City Directory																													
SR.....	--	--	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	6000	6000	--	--	--	--
TACA....	--	--	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TCA.....	--	--	--	--	--	--	200	--	--	--	--	--	--	200	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--
TRC.....	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--	--	--
TT.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TW.....	--	400	--	--	--	400	--	--	--	--	--	--	--	--	--	250	--	250	--	--	--	--	--	--	--	--	--	4000	--	--
UA.....	--	400	--	200	400	--	200	--	400	--	200	200	--	200	--	--	--	--	--	--	--	200	--	--	--	6000	--	--	6000	--
WA.....	--	200	--	--	200	--	--	--	--	--	200	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--
WC.....	--	--	--	--	--	--	150	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
FLOWERS	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway, also Charlotte, Raleigh/Durham, Winston-Salem, N. C., via Knoxville only	CAPITAL	
LIVE ANIMALS	Through Chicago	OZARK	
LIVE ANIMALS	Between Eureka/Arcata and points south	PACIFIC	Not accepted on Martin or F-27 equipment
LIVE ANIMALS	All points	TRANS-TEXAS	All equipment; 6/1/61 - 10/1/61, applies to Excess Baggage and Air Express
MEAT, MEAT PRODUCTS	Off-line points within Mexico	AMERICAN	

CARRIER SERVICES

Blank spaces indicate no participation in services listed.

Carriers	Air Freight Services							Equipment			Protective Services					Special Services						
					Air/Truck		Note 3				Attendants Note 1					Note 2						
	Pick-Up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Joint Tariffs	Separate Tariffs	CAF/BAF/RAF/RC/PAF	Combination Aircraft	All Cargo Aircraft	Speedpak	Armed Guards	Human Remains	Live Animals	Any Shipment	Signature Service	"PRI" or "HOLD" Baggage	Household Goods	Assembly or Distribution	Household Pets	Stopping-in-Transit	Storage	Horse Stalls
ALASKA AIRLINES, INC.	X	X	X	X		X		X				X	X		X	X	X	X	X		X	
ALLEGHENY AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
AMERICAN AIRLINES, INC.	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
BONANZA AIR LINES, INC.	X	X		X		X		X								X	X	X			X	
BRANIFF AIRWAYS, INC.	X	X	X			X	X	X	X		X	X	X	X	X	X	X	X	X		X	
CANADIAN PACIFIC AIRLINES, INC.	X	X				X		X	X							X	X	X	X		X	
CENTRAL AIRLINES, INC.	X	X				X		X							X	X	X	X			X	
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X							X	X	X	X	X		X	
DELTA AIR LINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	
EASTERN AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X	X	X	X	X	X	X		X	
ELLIS AIR LINES								X														
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
FRONTIER AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
HAWAIIAN AIRLINES, LTD.	X			X		X	X	X	X		X	X	X	X		X	X	X	X		X	
LAKE CENTRAL AIRLINES	X	X						X											X		X	
MOHAWK AIRLINES, INC.	X	X		X		X		X							X	X	X	X			X	
NATIONAL AIRLINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
NEW YORK AIRWAYS, INC.	X	X				X		X	X			X	X			X	X	X	X		X	
NORTH CENTRAL AIRLINES, INC.	X	X				X		X								X	X	X			X	
NORTHEAST AIRLINES, INC.	X	X				X		X							X	X	X	X	X		X	
NORTHERN CONSOLIDATED AIRLINES	X	X						X									X		X			
NORTHWEST AIRLINES, INC.	X	X		X	X	X		X	X						X	X	X	X	X		X	
OZARK AIR LINES, INC.	X	X				X		X							X	X	X	X			X	
PACIFIC AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
PACIFIC NORTHERN AIRLINES, INC.	X							X		X												
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X				X	X	X	X		X	X	X	X	X	X	X		X			
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X				X	X	X	X				X	X	X	X	X	X	X			X
PIEDMONT AVIATION, INC.	X	X		X				X								X	X	X			X	
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X		X		X	X	X		X	X	X	X	X	X	X	X
SEABOARD & WESTERN AIRLINES, INC.	X	X						X	X				X			X	X	X	X			
SOUTHERN AIRWAYS, INC.	X	X				X		X							X	X	X	X			X	
TRANS-CANADA AIR LINES	X	X				X		X	X							X	X	X	X		X	
TRANS CARIBBEAN AIRWAYS								X	X													
TRANS-TEXAS AIRWAYS	X	X		X		X		X							X	X	X	X			X	
TRANS WORLD AIRLINES, INC.	X	X	X	X		X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	
UNITED AIR LINES, INC.	X	X		X		X	X	X	X		X	X	X		X	X	X	X	X		X	
WEST COAST AIRLINES, INC.	X	X				X		X								X	X	X	X		X	
WESTERN AIR LINES, INC.	X	X		X		X		X							X		X	X	X		X	
WIEN ALASKA AIRLINES, INC.	X	X				X		X	X		X	X	X	X	X	X	X	X	X	X	X	

Note 1 - Attendants carried on all cargo aircraft only.
Note 2 - Applicable to CPA and TCA in Canada only.
Note 3 - Services offered: AA - Committed Air Freight; PAA/PANAGRA - Reserved Cargo; TW - Booked Air Freight; BN, UA - Reserved Air Freight; FT - Protected Air Freight.

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

the Greyhound carrier's inter-city rate;
the airline's inter-city rate;
the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," ME-I.C.C. No. 80.

Service By Truck Will Extend Air Freight

Contracts for service to off-airline points are being signed with truckers to provide a complete air freight service for the entire nation.

AIR CARGO, INC. is moving ahead at full speed on its Air/Truck program. On June 1, ACI began negotiating contracts with airlines and truckers for the expanded air freight service. By September 1, ACI will be prepared to put out a directory listing some 2000 points and close to 300 participating truckers.

Prior to the directory, ACI will issue bulletins from the Washington headquarters, 1000 Connecticut Ave., N.W., Washington 6, D.C., detailing what stations and off-airline points have Air/Truck available and what truckers are providing the service.

The first bulletin, due to be issued in July, will be dominated by ACI's southern region.

ACI is using its regional organization for implementing the Air/Truck program. ACI's regions divide the United States into four parts.

First move, in March, was to run inquiries through all of the stations in the southern region. By the end of June, all of the regions had been covered with the initial inquiry. As responses to the inquiries returned, a certain amount of weighing and checking had to be done.

From the southern region, of course, came the first replies. These have brought about contracts with truckers. With the first bulletin, ACI can offer fairly complete Air/Truck service from and to points in Florida, Louisiana, and North Carolina.

The inquiry letter asked each local cartage committee to list points needing Air/Truck service and to recommend truckers to provide such service.

It is the intent of the airlines to have a complete, nationwide Air/Truck operation to serve the nation's shippers. It will be a connecting carrier service. Shipments moving in this service will pay a combination of the air carrier and motor carrier rates.

To simplify the rating procedure, the airlines will set up the connecting truck service only with truckers who have, or will have, rates to apply on all traffic having a prior or subsequent movement by air. It is believed that most of the truckers will set these rates at approximately 70% of the Class I rates.

Because service is so important to air freight, truckers will be found who are noted for good service and who will exchange traffic with airlines at airports.

Though the Air/Truck service is to be nationwide, the airlines do not intend to list a lot of points in the directory simply for the sake of listing points. In the U.S., there are more than 54,000 communities. Of the 54,000, the airlines want only those that have a recognizable need for Air/Truck service. Furthermore, any point to receive Air/Truck service should get same day delivery from the airport city used (certainly not later than next morning).

Goal of 10,000 points

As further information is obtained from the field, the directory will be expanded. By this time next year, ACI anticipates 10,000 points will be included.

At this stage of planning, the directory will list both airline and off-airline points. In some cases, a point could be listed in the directory several times. Macon, Georgia, for example, could be listed as an airline city served by Delta and Eastern, and also as a point served by truck through Atlanta. Dover, Delaware, not an airline point, could have a multiple listing to show the truck services between Dover and Philadelphia, Dover and Baltimore, and Dover and Washington, D.C.

With arrangements such as these all over the country, users of air freight will have available a great variety of services and almost unlimited capacity.

The Air/Truck service administered by ACI is not intended to replace existing air-truck arrangements which have been set up by airlines to fulfill specialized needs. Rather, Air/Truck, as administered by ACI, will supplement existing service. Its reason for being is simply that the continuing growth of air freight as a routine transportation medium—together with the national pattern of urban growth and decentralization of industrial production—required the broadening of air freight to provide connecting Air/Truck service on a complete, nationwide basis. ■

A SAMPLE of the listings as planned for the Air/Truck directory by ACI.

POINT	VIA	CARRIER	RATES		
			Min	100	1000
NORTH CAROLINA					
Aberdeen	SOP	PU/D	2.00	2.00	2.00
Apex	RDU	OVERNITE TRANS	3.50	1.90	1.75
ASHEVILLE	AVL	CA DL PI			
Asheville	GRL	OVERNITE TRANS	3.50	1.90	1.75
Belmont	CLT	PU/D	1.75	.75	.70
Biltmore	AVL	PU/D	1.20	.60	.55
Black Mountain	AVL	CITIZEN EXPRESS INC	3.10	2.50	1.75
Bonnie Doone	FAY	PU/D	1.90	1.05	1.00
Brevard	AVL	CITIZEN ESPRESS INC	3.10	2.50	1.75
Burlington	GSO	PU/D	8.60	.75	.70
Burlington	RDU	THURSTON MOTOR LINE	4.20	3.80	2.00
Butner	RDU	OVERNITE TRANS	3.50	1.90	1.75
[illegible] MCB	EWN	PU/D	1.50	.75	.70
	AVL	CITIZEN EXPRESS INC	3.10	2.50	1.75
	[illegible]DU	THURSTON MOTOR LINE	4.00	3.80	3.10
	[illegible]	OVERNITE TRANS	[illegible]	1.90	1.75
		[illegible], EA PI SO			
		PU/D			[illegible]

Pakistan Lives By Air Freight

Separated into two parts by India, Pakistan uses air service as a vital link between the two parts

By ANTHONY VANDYK

RAWALPINDI, PAKISTAN—This is the base of one of the world's most fantastic air cargo operations—Pakistan International Airlines' Kashmir airlift. Two remote Pakistani-administered mountain territories in Kashmir, Gilgit and Skardu, have to be supplied by air because the only roads giving access to them are little more than tracks and are buried in snow for all but a few weeks in the year. The good roads into the territories are from India and are forbidden to the Pakistanis.

PIA has had to assume responsibility for supply the necessities of life to the people living in the Gilgit and Skardu territories. This would be a fairly simple proposition were it not for the fact that the territories are cut off from Pakistan by a range of mountains rising to some 27,000 ft., have inadequate airfields and lack even the most elementary navigational aids.

Using a fleet of DC-3s PIA moves into Kashmir each year about 6000 tons of supplies, mainly rice, gasoline and ammunition plus an occasional native passenger. The airlifts to Gilgit and Skardu are paid for by the Pakistan government and yield a small profit to PIA. About 2000 supply missions are flown each year.

Weather is the biggest problem for PIA in its airlift operations to Kashmir. Rare are the days when either Gilgit or Skardu is clear for more than a few hours. For weeks on end weather conditions keep the airlift suspended. Because of their location in deep valleys Gilgit and Skardu cannot send out radio messages to the PIA base at Rawalpindi advising the crews on whether cloud conditions permit operations to be attempted.

In the face of this lack of information PIA crews have to work on a look-see basis. If the weather office at Rawalpindi thinks that conditions might be all right, a supply mission of four DC-3s take off and climb to about 15,000 ft. or more. If the valley appears to be clear, they then follow the sides of the peaks until they can pick up the narrow valley. They land in quick succession, unload their supplies and take off again as quickly as possible in order to be able to get back to Rawalpindi before the weather closes in. On the return journey, the story is repeated in reverse—the take-off from the short, 7700 ft. high strip, the flight along valleys which are at places little more than 1000 ft. wide, the climb over the mountain ranges and the descent to Rawalpindi.

These operations are fatiguing enough when done once. When the weather permits, three round trips are made each day, the first at dawn. The strain on the crews on such days is very great. However, all the PIA pilots flying the run prefer "flying" days to "hanging around" days when they must be on call in the event that the weather breaks. The crews on the Kashmir airlift are paid hazard money and are insured for twice the normal PIA amount.

Despite the hazards involved, there has only been one accident in 12 years of operation. This is in no small part due to PIA's excellent maintenance, all of which is now done at Rawalpindi. The aircraft and their R-1830 engines have to be in tip top condition. They usually carry a payload of 6000 lbs. PIA expects soon to be able to retire some of the DC-3s from the Kashmir airlift and to substitute Fokker F-27s which are being used on several of PIA's scheduled services. The performance of the Dutch turboprop transport should greatly facilitate PIA's operation of the Kashmir airlift.

(Continued on page 36)

Airborne Trade Between West Pakistan and East Pakistan

Commodities	Exports from West Pakistan to East Pakistan 1959-60 (pounds)	Exports from East Pakistan to West Pakistan 1959-60 (pounds)
Apparel	346,767	14,267
Betel Leaves	.....	7,014,553
Boots and Shoes	113,814	9,233
Books	19,994	1,679
Blocks	5,729	1,251
Chemicals	7,539	4,360
Drugs and Medicines	5,879	6,831
Dyes, Colours and Paints	35,357	3,840
Fruits, Fresh	458,034	119,425
Films	56,383	13,038
Foreign Goods in Transit Including Foreign Mails	31,169	51,040
Hardware and Cutlery	11,415	2,141
Jewellery	39,850	6,647
Instruments, Apparatus and Appliances	136,886	16,091
Leather Goods	44,145	31,563
Machinery and Parts	158,385	22,257
Metals	3,462	1,581
Mails	294,488	161,823
Newspapers	169,951	25,487
Provisions and Oilman's Stores	5,832	8,653
Plastic Goods	68,534	4,364
Rubber Goods	51,244	6,741
Stationery	154,571	23,516
Tea	3,490	20,310
Tobacco, Raw and Manufactured	1,683	2,930
Toilets Requisites	39,084	2,594
Textile, Cotton	21,987	10,501
Textile, Silk	20,842	4,152
Textile, Others	22,348	6,052
Miscellaneous Articles	239,472	104,988
GRAND TOTAL	2,615,334	7,701,508

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Sweeping Cargo Study Proposed By Board

Bids on a proposed air cargo cost finding study are now being considered by the Civil Aeronautics Board. Main purpose of the study is to come up with cost finding information which the Board can consider in making policy decisions on rate and other air cargo problems both domestic and international.

CAB, however, left no doubt that the major thrust of the study would be directed at the rate problem.

Warning of impending changes in the air cargo industry, the Board flatly stated that volume of potential air cargo seems to be sensitive to given rates. "Rate policies, structures, and levels," said CAB, "will therefore have an extremely important influence on the future course of the air cargo industry . . . The study will provide cost-finding information to the CAB for consideration in making policy decisions on rate and other air cargo problems . . ."

The firm awarded the bid will be expected to provide a formula for use in defining cargo costs for cargo and combination aircraft separately.

Some of the things which the formula is expected to accomplish: identify and clearly describe all relevant important cost items based on flows of work and the use of resources such as labor and capital; provide information as to the relative advantages and disadvantages of class rates as compared to commodity rates; and trace the significant experience in various rate and cost policies in other transportation, and indicate the dangers in using such policies and techniques for promotional purposes.

A number of questions will not be directly answered by the proposed study. The information and analysis developed by the study is expected to be helpful to the Board and its staff as these questions are raised. Here is a sample of such questions as released by the Board. It is not considered a definitive list.

1. What should be the basic relationship between costs and rates?

Should revenues cover expenses plus profit for specific items or groups of traffic? If so, how large or small should such groups be, such as, for example, by route, by pair of cities of origination and destination, by commodity, by weight class, by cube, by density of shipment, by volume of traffic, etc.?

Should specific rates be based directly upon specific costs? How much weight should be given to costs in setting rates, and how much to "value of service" or "what the traffic will bear"?

If out-of-pocket costs are used as a basis for some rates, the sum of the aggregate revenues might not equal the sum of the aggregate expenses for the carrier. Therefore the deficit from fully allocated costs would have to be made up by additional charges on other items.

These latter might then become targets for competitive transportation, such as occurred first with the railroads and then with the common carrier trucks. In air transportation such competition might take the form of charter, contract, irregular, and private air carriage, in addition to surface transportation.

Problems are also encountered if fully allocated costs are used. In theory, the difference between out-of-pocket costs and full allocation is one of pricing, not costing. The concept of optimum pricing is to produce maximum profit by a combination of individual prices multiplied by the individual volumes of traffic they would produce, less the expenses incurred.

Since it is probable that there is a high elasticity of demand in air cargo, this would call for accurate judgment in pricing potential cargo in each market. This is obviously a matter of huge complexity, and there seems to be a lack of standards of judgment.

2. Should specific rates be based upon the operating cost of new equipment? How should such cost be estimated prior to experience with the equipment? What should be the approach to routes when they have relatively few schedules with the new equipment? What should be the approach to routes which do not at that time have any schedules of the new equipment?

3. What should be the rate of introduction of any new rates? If rates are not introduced rapidly, how will the operator of new equipment generate sufficient volume of traffic to make his large capacity economic? What is the effect of initial break-in costs? Should there be a two-step introduction of new rates, the first on a rather conservative basis, and the second after sufficient experience is obtained to reduce costs?

4. What is the relative weight in costs of the elements of direct aircraft operations, ground handling, and overhead? What would be the results of a careful analysis of physical handling and flow of cargo through all the processes, and their analysis into true cost elements? How closely does such an analysis conform to the uniform system of accounts now in effect? How much variation is there in the methods and equipment of various operators?

5. How should promotional rates be treated? What are the advantages and disadvantages of specific commodity rates, directional rates, peak-and-valley rates such as by months of the year or days of the week or hours of the day, deferred service, shipper guaranteed tonnages, etc.?

All of these involve the problem of out-of-pocket versus fully allocated costs. On any particular flight, there is usually the opportunity to add traffic to existing schedules until their load factor exceeds a certain point, at which time another flight is added.

At such time as this new capacity is added, there is a large step increase in cost, which is due in part to the previous base load plus the fill-up traffic.

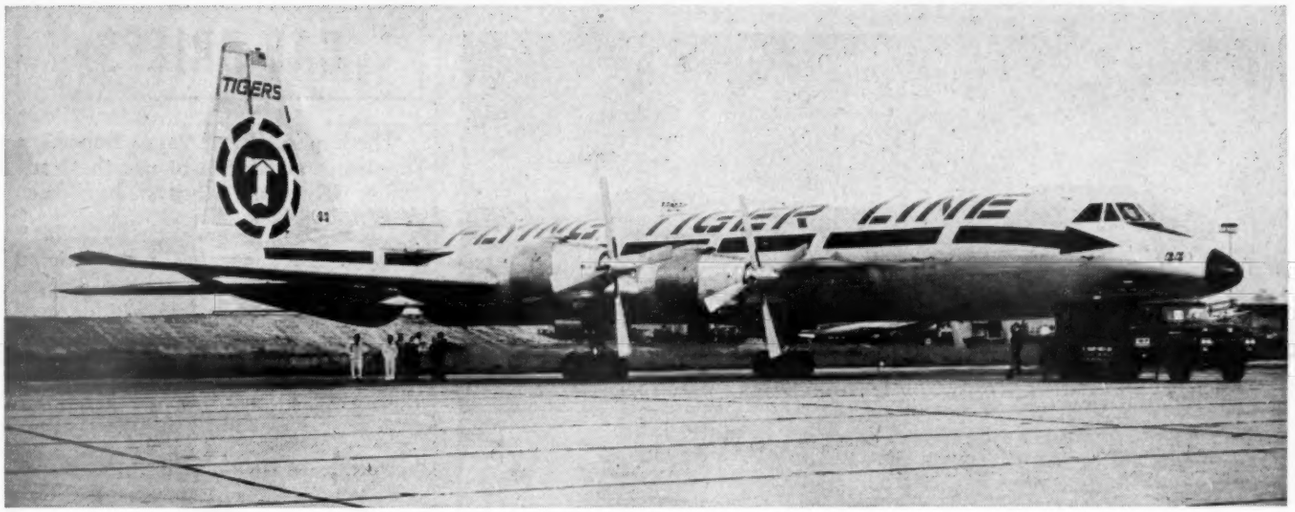
In the long run, there is much logic tending toward fully allocated costs, but in the short run, there is usually great pressure to sell the available unused space even at relatively low rates.

This tendency will be accentuated, and the relative penalties of the wrong choice increased, as larger aircraft are operated and as new ground handling techniques are developed.

6. How should rates for volume shipments be determined? To what extent should volume discounts be controlled by carrier cost factors, promotional factors, and the needs of air freight forwarders and others?

CAB Seeks Uniformity Of Forwarder Reporting

New rules designed to unify the preparation of airwaybills and manifests of the air freight forwarders have been proposed by the Civil Aeronautics Board. Advanced in a notice of proposed rule making, the rules are aimed at rectifying what CAB terms a lack of uniformity among the air freight for-



New Stripes For The Tigers

FRESH CORPORATE MARKINGS are reflected on the first CL-44 en route to The Flying Tiger Line's headquarters in Burbank, Calif. Firm awarded the CAB study bid will be expected to provide a formula to define costs on the new aircraft.

warders in the preparation of their airwaybills and manifests.

"This lack of uniformity," CAB said, "tends to confuse and mislead the shipping public and unduly hampers the Board in effectively carrying out its investigative and policing functions."

What CAB is after is an itemization of charges imposed by the forwarders and a description of the commodities which are being shipped. The Board feels that this would make it possible to determine whether the correct commodity rate has been applied without actually opening a package and examining the contents.

In addition, CAB wants certain clarifying rules which would spell out an air freight forwarder's responsibility to report data and information as required under the Board's economic regulations.

Four ASA-Riddle Pacts Cleared By Board

Four temporary agreements between Aerovias Sud Americana and Riddle Airlines have been approved by the Civil Aeronautics Board. The Board is currently considering an application of the two all-cargo airlines to merge.

Under terms of the agreements Riddle will:

1. be permitted to lease aircraft from ASA to be operated under Riddle's control and over its routes;
2. guarantee to produce 100,000 pounds of freight monthly via ASA, at an average of 19¢ per pound;
3. provide freight handling service for ASA at Miami; and
4. provide various maintenance services for ASA's aircraft.

The CAB stressed that it did not feel that approval of the four agreements would restrict Board's freedom in considering the merger application of the two airlines.

The Board deferred action on an application to provide through interchange service between points on the routes of the two carriers.

In turning down the proposal, CAB left the door open for approval upon the condition that certain specifics, such as points to be served, flight schedules, types of equipment, routing, traffic potential and existing services, are presented to the Board.

PIA Given Permit For U.S.-Pakistan Route

A foreign air carrier permit has been issued to Pakistan International Airlines by the Civil Aeronautics Board. The permit authorizes air service over a route between the terminals Karachi and New York via the intermediate points Ankara, Istanbul, Rome, Geneva, Frankfurt and London. Mentioned as alternate intermediates were: Dhahran, Tehran, Cairo, and Beirut.

Reduced Cargo Rates Filed By Alaskan Airlines

An across-the-board cut of 2¢ a pound in general commodity rates between the Pacific Northwest and Fairbanks and Anchorage has been filed by Alaska Airlines.

Some examples of the rates, which were scheduled to go into effect last month subject to approval by The Civil Aeronautics Board, are: shipments over 100 pounds, a reduction from 19¢ to 17¢; over 5000 lbs., 16¢ to 14¢; and over 8000, 15½¢ to 13½¢.

Simultaneously, Alaska filed for new lower rates on eggs, meat and produce from Portland and Seattle to Fairbanks and Anchorage. Also subject to CAB approval, the new rate would be 13¢ a pound on a minimum of 500 pounds. Alaska Airlines said this would represent a reduction of up to 6¢ a pound per commodity.

In addition, the carrier has filed a deferred rate applicable between the Pacific Northwest and Nome and Kotzebue. The new rate of 15¢ a pound would be 11¢ a pound below the regular air freight rate.

Charles F. Willis, Jr., Alaskan's president and general manager, expressed the hope and intention "that the proposed reductions in freight rates in and to Alaska will be a spur to the Alaska economy and means of holding or reducing the cost of living on the last frontier."

CAB Eyes Route Structure For South America Service

An investigation of the South American route structure by the Civil Aeronautics Board appears imminent. First indications appeared in a Board order repealing the requirement that U.S. Flag airlines filed nonstop notices in foreign transportation.

Expressing concern with the Latin American route structure, CAB pointed out that this route "is the only major transportation area whose service needs and competitive patterns have not been reviewed by the Board since the inception of competitive service . . . the nature of the route is such as to magnify the competitive impact of nonstop service and it is our view that no significant service alteration should be made pending a review of the South American route structure."

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CAB BRIEFS

The application of **Vance Roberts,** a supplemental carrier, to use the trade name Olympic Airways has been denied.

Delta Air Lines has been granted authority to suspend service temporarily at Fort Lauderdale, Florida until December 14, 1961.

American Airlines has asked for authority to suspend service at Akron, Ohio.

Frontier Airlines has been approved for a government guaranteed loan which will permit purchase of two Convair 340 aircraft and related parts.

Pan American-Grace Airways has been cleared to suspend service temporarily at Oruro, Concepcion, San Ignacio, San Jose, Robore and Puerto Suarez, Bolivia until June 1, 1963.

West Coast Airlines has received renewed authority to serve the temporary intermediate points Burley-Rupert, Ida., Baker, Oreg., and Ontario, Oreg.-Payette, Ida.

The Board did not renew WCA's authority to serve Chehalis-Centralia and Ellensburg, Wash., La Grande, Oreg., and McCall, Ida.

Pan American World Airways has been authorized to drop service temporarily at Gander, Newfoundland until April 30, 1963.

CAB CALENDAR

JULY

July 5—**Cunard Eagle Airways Permit Transfer Case,** hearing, tentative (Docket 12190).

July 11—**North Central Airlines** "Use It or Lose It" Investigation, hearing, tentative (Docket 12127 et al).

July 25—**Ozark Air Lines** "Use It or Lose It" Investigation, hearing, tentative (Docket 12030).

AUGUST

Aug. 3—**Reopened Kansas-Oklahoma Local Service Case** (Enforcement Phase), hearing, Washington, D.C., (Docket 5482 et al).

SEPTEMBER

Sept. 7—**Washington, D.C. Helicopter Service Case,** hearing, tentative (Docket 11941 et al).

PEOPLE

New permanent headquarters of the American Material Handling Society will be under the direction of **W. B. (Mac) McClelland,** who has been designated Headquarters Secretary. Widely known as a speaker and author in the field of material handling, McClelland, for the last 10 years, has operated his own material handling firm.

Headquarters of the Society, which covers all activities in industry relating to the movement and storage of goods, is located at 2860 East 130th Street, Cleveland 20, Ohio.

A veteran airline executive, **Harold L. Graham, Jr.,** has been appointed director of cargo sales for Pan American World Airways. Graham, a former president and director of Cunard Eagle Airways (Bermuda) has also been associated with Panair do Brasil.

Anthony C. Vitale has been boosted to general manager by Mercury Air Freight. Vitale has been with Mercury since 1941. He joined the firm as a messenger and worked his way up to operations manager prior to this promotion.

The post of regional director of Trans World Airlines cargo sales in Paris has been filled by **Dr. P. G. Yovanovitch.** Formerly TWA's district sales manager in Geneva, Yovanovitch has had wide experience with the airline. He joined TWA in 1946 as a cargo sales representative in Geneva, and was promoted to cargo sales manager for Switzerland the following year. From 1949 to 1951, he was district sales manager in Israel, opening and staffing TWA offices in Tel Aviv and Jerusalem.

In a drive to more efficiently handle a mushrooming air freight forwarding business, Wings and Wheels Express has: (1) established a traffic department to expedite freight at maximum speed; and (2) named four regional vice presidents.

Traffic department will be headed by **Howard I. Smith** who was named vice president of traffic with offices at Los Angeles International Airport.

The four regional vice presidents who will handle sales and operations are: **David Kantor,** eastern region; **James Hill,** central region; **Albert Krause,** western region; and **Melburn C. Laut,** southern region.

Three cargo service managers have been named by Northwest Airlines. They are: **J. O. Chellin,** Seattle-Tacoma; **I. A. Carra,** New York; and **Mario Rallo,** Chicago. In their new posts, they will be responsible for handling cargo service matters with airport post offices, customs offices, freight forwarders, individual shippers, brokers and other carriers. They will also be responsible for all cargo terminal services.

Explaining the appointments, J. C. Robertson, NWA's director of stations said: "Creation of these new positions are in keeping with the increased emphasis Northwest is placing on cargo handling, with the immediate aim of increasing efficiencies, reducing costs and improving service."

New Air Express International sales representative in France is **Robert Louis Martin.** Well known in airline circles, Martin began his career with Air France in 1946 and subsequently served in sales positions with Ste Transatlantique Agrienne, KLM Royal Dutch Airlines, and TAI.

In Australia, AEI has named **John D. Kennedy** district sales manager. Kennedy will work out of AEI's base in Sidney.

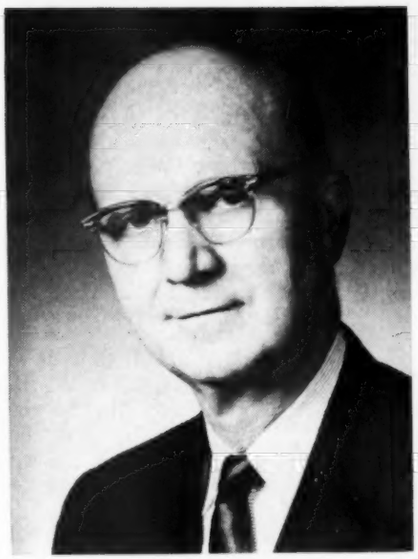
James G. Byrnes has been appointed director, air services, and **Russell E. Sippel** director air sales of REA Express' newly formed air services department.

Byrnes will direct the department's operational responsibilities. Sippel will be responsible for the department's nationwide sales responsibilities.

Also at REA Express, **Walter N. Johnson** has been named director purchasing and **R. E. Canzoniero,** regional manager of REA Leasing Corp.

Vic Raso has joined Sabena Belgian World Airlines as assistant cargo sales manager, North and Central America, Raso was formerly district cargo sales manager for TSA (Transcontinental).

Unanimously voted general chairman of the National Convention of the Associated Traffic Clubs of America is **C. G. Rickenbaugh,** traffic manager at the Radio Corp. of America's Van Nuys Defense Electronics Plant. Rickenbaugh will wield the gavel at the Association's September, 1963 Convention which will be held in Los Angeles.



W. B. McCLELLAND

HAROLD L. GRAHAM, JR.

ANTHONY C. VITALE

From the Rostrum

R. T. HOLDEN, cargo sales manager American Division, Japan Air Lines, asks the Air Cargo Sales Club of Cleveland: "What Are We waiting For?" He believes that air cargo can and should be sold now. A portion of his remarks appear below.

Last year there was an estimated 129,000 tons of air freight lift on the North Atlantic that went begging. Regardless of the reasons, the fact remains that this lift was never sold. To put it more carefully, according to the U.S. Bureau of Census breakdown for 1959, 1 to 2% of U.S. foreign trade is suitable for aircraft based on valuation, perishability, fragility, speed, inventory savings and landed cost. This means we are only carrying 5 to 10% of what we should. We have plenty of lift. We have plenty of markets.

The real pioneer in the forwarding end of this business was the International Air Transport Association cargo sales agent, many of whom later became air freight forwarders. There are almost 500 of these sales agents throughout the U.S., who are providing a service to shippers that cannot be duplicated by anyone else. You might say they are the Export Dept. for their accounts.

Many people believe that the need for cargo sales agents is a thing of the past, and that they will disappear from our industry. Although it a known fact that they have lost some business to the indirect carriers, I personally believe that although many of the smaller firms may be forced to merge or go out of business entirely, there will always be a place for their services and talents due to the nature of the business. There are many shippers, who depend on the type of specialized service that the cargo sales agent offers that the indirect carrier is unable to supply due to his "volume type" of operation. These can range from certain types of documentation, warehousing, pickup service to expedited movements. I am certain that these "small business" men will find the solution to the problems facing them and continue to contribute a large portion of the cargo revenue to the direct carriers, and to the indirect carrier.

The air freight forwarder is potentially the strongest tool we have in our industry today. Many will not agree for various reasons, which I will not go into here, but the fact remains from personal observation and statistics that as the forwarder has grown, so has air freight volume, and the direct carriers who have had faith in the forwarder have been rewarded with increased revenue and expansion.

With a few notable exceptions, which are publicly owned, most of these firms are privately held and do not release their figures to the public. An insight into the private figures of one such firm reveals a gross of 12 million dollars on which a quarter million net was realized. This is 70% owned by one man with his employees owning the rest. They have built up $2,000,000 in assets, including 70 trucks and enjoy a net worth of over ¾ of a million. So you can see from so-called cracker-barrel beginnings can be derived not only satisfaction but sizeable personal fortunes.

Incidentally, JAL's revenue breaks down to approximately 25% forwarder, 60% cargo sales agent and the other 15% direct and interline. Just a couple of years ago, the forwarder accounted for only about 10% of our business, but as you can see, his share of the volume is increasing. In New York, incidentally, as the major cargo station for JAL, our agency figures run 62% and forwarder figures run 33%, which totals 95% with the rest interline and direct.

Successful Industry

Let's get down to what I believe is the way to accomplish what we all want! A successful air freight industry! In particular, the success of your company and the direct result of all this will be your personal success. Sound good? Sure it does, but we still have to figure out how, Not Later But Now.

I'll say this (and I'm sure that you've heard it before). There is no magic formula or faucet that can be turned on. It's going to take work, imagination and guts. We can't afford to wait for manana, for as they say, tomorrow never comes. Let's get to work now, hustle, use imagination, experiment . . . review what you can improve on regarding your services, dispatch, tracing, operations or traffic, proper phone technique, etc. These are all things you have and perhaps by applying new concepts you can improve on them.

When was the last time you had a coffee break with your telephone sales or airport personnel? Foster this relationship, so that there is better coordination between your operations people and the sales department. They can help make your sales job a lot easier and certainly more effective.

Have you ever stopped to think how a sales representative appears to the personnel in non-outside sales positions?

The big-time operator, last of the lavish spenders, comes and goes as he pleases, perhaps even golf and outings.

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Remember that most of these personnel will never be sales representatives, therefore, they don't understand or even try to understand your work or your problems.

Problems? Sure you've got them, your boss knows it, you know it, I know it, but the guy who is trying to load one of those results of an overzealous sales call, such as a bulky piece of machinery in the belly compartment, doesn't know it, and frankly, I wouldn't try to explain it to him. Certainly not then, unless you want to add some choice expressions to your vocabulary.

Your company has hired you to sell, because they have confidence in you and your ability. Prove to them they are right, after all, "It's your future too."

Can we, as members of the air freight industry afford to wait?? I feel the best solution is to do everything possible to increase our revenue under the conditions that are already available to us. It is up to us to prove to management that there is a revenue future in air freight.

Let's look at it this way, and I quote from Boeing's Jet Cargo. In 1777 it took ten hours to get a load of vegetables from Reading to George Washington at Valley Forge 20 miles away. That means average transportation time of two miles per hour. Now, in 1961, a businessman in Chicago has a ready market for a Swedish product. He has lovely visions of a quick dollar. So he gets on the phone and calls Goteburg, Sweden. He places his order and waits and waits and waits while the shipment is packed—stored at the pier—loaded aboard ship—carried across the ocean, with stops—unloaded—stored—loaded aboard a train, held in the yards—pulled across country with stops, held at a freight depot—picked up by local truck and delivered at last in about a month and a half.

"So after 200 years of invention and growth in surface transportation, we can point with pride to this remarkable achievement. Instead of two miles per hour, we are now moving goods at the rate of three and one-half miles per hour." End of quote. We are moving by air only 1/10 of 1% of total freight to and from the U.S. You must admit no other industry can say we have a potential market of 99.9%. ■

Developing new cargo markets was the theme explored by WILFRED GREENWAY, U.S. cargo sales manager, British Overseas Airways Corp. in a speech before the Air Freight Symposium at New York's Statler Hilton Hotel. Greenway saw as a major possibility the movement of completely assembled autos between the U.S. and Europe. Excerpts from his speech follow.

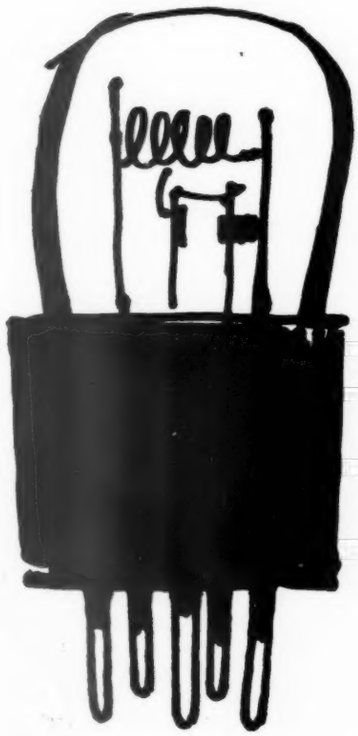
I am sure many of you have seen the Bureau of the Census Foreign Air Cargo Statistics for the month of March 1960. The last time the Bureau compiled separate air cargo statistics was in 1947, and the March figures were prepared by the Bureau on a re-imbursable basis for a number of non-Governmental organizations. The March figures reveal air importation of almost 800 short tons of meat, mainly beef, from Honduras, Nicaragua, Costa Rica and Dominican Republic which ranked first as the principle commodity weightwise imported into the United States.

Imports of almost 300 short tons of shrimp and prawns from El Salvador, Costa Rica and Panama were next in importance.

Both commodities help provide return loads for aircraft preceding Southbound from the United States laden with general merchandise.

As a matter of interest, I was in Zurich last week having a careful look at the special cargo facilities now in use at the Kloten Airport. I learned that, at least a ton of prime sirloin

SW...SPECIALISTS IN AIR FREIGHT TO AND FROM EUROPE...AND BEYOND



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steaks arrive on most flights from either Brazil or Argentina and provides revenues of 36¢ per lb. to the carrier.

I understand that there is considerable interest within the New Zealand meat industry to air freight prime meat to the West Coast, U.S.A. and, in my opinion, it is only a question of time before a regular flow of air freighted lamb chops will become available.

Nearer to home, we have been actively developing the principle of supplying prime cuts of meat from the United States to the tourist hotels in Bermuda and the Caribbean. Special deep-freeze and refrigeration facilities have been installed at BOAC, Idlewild to handle this type of traffic and to ensure its arrival at destination in perfect condition.

It is becoming more and more certain that if we are to realize the potential of air freight, we must concentrate on commodities that will move in bulk and at the same time provide regular loads for our future freighters. For example, apart from Scotch whisky, the bulk of British exports to the United States falls under the generic headings of Textiles, Machinery or Automobiles. Whereas we are devoting much time and effort to developing a bulk movement of these commodities, I would like to finalize my remarks with a few words on automobiles.

In March 1960, automobile parts accounted for some 230 short tons of air import business of which some 180 tons originated in France and 46 tons in the United Kingdom. I am sure everyone here is familiar with the Renault story, since it has received wide publicity. Other companies would also like to switch to air freight for their parts delivery, and several companies are very close to committing themselves to air ship parts other than emergency items.

I believe that by 1965 it will be the accepted manner of parts delivery. I am of the opinion that by 1970/75 that we will possibly see a steady flow of assembled automobiles arriving by air at the main East coast airports.

An All Air Delivery

Today, certain types of automobiles needed for racing or exhibition regularly move by air; however, let us consider the advantages to an imported car distributor of all-air delivery from the plant to the dealer. The dealer maintains a few stock models for test drive and display purposes. The vehicles are offered in any color with equipment to meet the requirements of the buyer with delivery within a short time, probably less than 10 days.

At the close of business each day the U.S.A. distributor transmits the details of the days orders to the factory, and the assembly line is adjusted to produce the right type of cars in the right color with the right equipment to satisfy their customers. Such vehicles would leave the factory fully inspected and ready for the road and, apart from a minor check when the vehicles arrive in the country, most storage and warehouse space would be eliminated and inventories would be kept to an absolute minimum.

Production would be closely related to sales. Airplanes of this era could possibly be equipped with transporters similar to those in use on the road and rail today. Naturally, the transportation cost will still be greater by air freight, however, with the savings gained by less warehousing, lower inventory obsolescence and increased sales through the ability to meet customer requirements, greater profits will result. ■

A look at air freight "European Style" was offered by ETIENNE DREYFOUS, cargo manager, Air France, to the Air Freight Symposium in New York. In the remarks that follow, Dreyfous looks to a development of air freight in Europe which will know no bounds.

Air freight transportation in Europe is now over 40 years of age, and together with the carriage of Post Office Mail often preceded the transportation of passengers.

In the period before the war, air freight expanded steadily but slowly, being generally confined to the movement of exceptionally urgent or valuable merchandise.

Postwar passenger aircraft now carry more freight in Europe, and all cargo freighters criss-cross Europe, but still on a relatively small scale.

Tomorrow, new freighter aircraft, better adapted and more economical, will be brought into service. It is true to say that further development could not be obtained without these aircraft, but proper market conditions are required, and do in fact exist, to make possible full use of these planes.

It is in studying what the Europeans are doing that we find the true prospects of European air freight development . . .

European countries found that to try and keep within their frontiers was equivalent to strangling themselves by preventing each and everyone of them from benefiting from the modern techniques of science and industry . . .

This is why the European Common Market and the European Free Trade Area have been created, allowing two groups of 7 of the most important countries to get together, and to very rapidly abolish all customs barriers between themselves.

These revolutionary decisions mean that the investments required to apply modern techniques in industry can be applied, and large modern factory units can be erected in the country of the group presenting the best facilities irrespective of nationality.

Factories Will Revolutionize

New factories and markets will revolutionize the transportation pattern within Europe. Modern factories are specialized and automationed. They are dependent on components produced by other specialized factories, bringing a new problem of supply and transportation which did not exist with self-sufficient factories.

Such factories sell on a much broader market, no longer only in the country where they are situated, bringing a new problem of transportation and delivery.

So that supply and delivery, transportation as a whole, takes a new look within Europe.

Many efforts have been made to improve surface transportation methods since the days of the Romans, but air freight is, surprisingly enough, often found to be the best answer to these problems.

Europe is becoming a modern producer with large producing units.

The financial solvency of such units can only be achieved if sales are maintained on a constant level, on a high level, on a level exceeding the high breakeven level now well known as essential to present day industry.

A good market is a nice thing to have, but a dangerous one if it should suddenly dry up; there is safety in numbers and dispersion. So that European industry, only capable a few years ago of selling in its own country, not only will sell all over Europe, but will endeavour to penetrate far, distant, new markets outside Europe.

Competition will be keen; prompt delivery of specialized lines, essential; excellent after-sales service, a must. Sometimes this is simply not possible through the medium of slower surface transportation; but when it is possible in the time cycle, it still means large expenditure in the shape of heavy financing, large distribution costs through warehousing and storage, large losses through obsolescence; altogether much too great a risk, making air freight an essential tool to the producer spreading sales on numerous markets.

Trade works both ways. Europe, a mass of destruction a few years ago, unable to import, will be able to afford to buy consumer goods of its own choice; indeed, practically all restric-

tions on importation licenses have disappeared. But customs barriers outside these blocks will also progressively disappear, bringing to these markets the benefits of outside competition. The same will apply to the market of components required by the European industry.

Indeed a great chance for outside suppliers; indeed Europe will be a tremendous market for the United States.

But competition will be keen, sales and service will have to be good, and the advantages of air distribution, which we met on the movement of merchandise out of Europe, will surely apply in the same way towards Europe.

A great future in air freight is made possible by the reduction of air freight costs, and a tremendously vast market opening at the same time.

How fast progress, however, will be achieved, will depend also on other factors. In the sphere of customs, in the sphere of invoicing, of selling FOB, CIF, packing, preforwarding, brokerage, reforwarding, would it not be good business to bring in a new look into methods certainly sound in the past, but certainly also too slow, tiresome, and costly in our jet age?

Many carriers like ourselves are anxious that these problems find their solutions at the same time, and are working very closely with European government departments, and professional organizations.

It is for all these reasons that we look forward, with great confidence, to a tremendous development in air freight in Europe which truly will know no frontier. ■

In a speech before the Michigan Chapter of the National Association of Letter Carriers, Postmaster General FREDERICK C. BELEN discloses some of the Department's major areas of concern. Part of his address follows:

A major area for consideration concerns itself with the orderly flow of mail into the Post Office by coordinating or scheduling the deposits of large mailers with the normal work day, with resulting elimination of gluts, surges and thoughtless dumpings that breed confusion, inefficiency, waste and errors. The Post Office has been too passive, long suffering and patient in taking mail whenever offered. Without —in the long run—inconveniencing large mailers, the post office can embark upon an aggressive program of education, cooperation, information and suggestions to guide the large mailer to make his Postal Service more efficient . . .

Another area involves increasing postal rates to bridge the budget gap. In the thirties, the basic letter rate was 3 cents. While the price of virtually everything else has soared, our basic rate has gone up only to 4 cents. It can and should go to 5 cents, and other postal rate charges should be advanced to more equitably apportion postal costs . . .

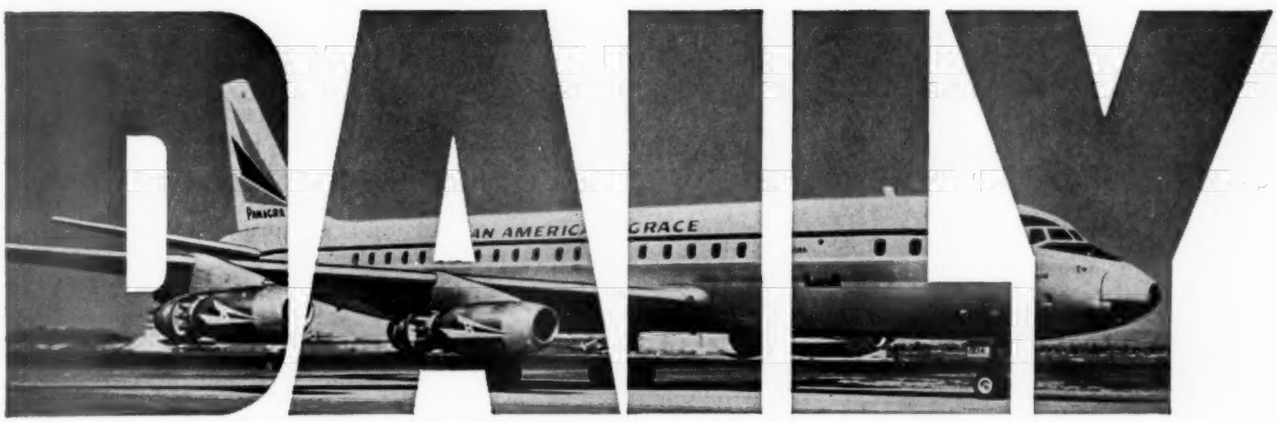
A further area involves a new concept regarding first-class mail, and development of a class known as "Priority Mail."

Presently, as you know, first-class is divided between "Regular" and "Airmail." With the tremendous advance in transportation and airplane facilities, the differential in air transportation rates alone do not warrant the 3-cent basic rate differential between regular letters and airmail letters, but the additional sorting and handling costs do to a very considerable extent.

Meanwhile, however, the need for expeditious handling of certain mail which cannot be speeded by use of air (because of its relatively short distance to be traveled) has become more critical . . .

In order to meet these various objectives of improvement and expansion of the Postal Service, it has been proposed to broaden and enhance the airmail classification and change its name to priority mail and include therein all letters for which speed is critical irrespective of the type of basic transportation to be employed. ■

SHIP VIA PANAGRA JETS



TO SOUTH AMERICA

Ship *today* . . . and your cargo arrives *tomorrow* in South America! Only Panagra offers this faster-than-ever-before shipping service on *daily* jets that cut cargo travel time in half—at no extra cost—to Lima from New York, via Miami and Panama. Four convenient jet flights a week to Buenos Aires.

And you can reserve space for anything from eye-droppers to oil derricks on daily DC-8 jets, frequent DC-7s or weekly all-cargo flights. You can ship without transfers from New York to 7 countries in South America, over the routes of National, Pan American and Panagra.

For details, call your cargo agent or Pan American, Sales Agent for Panagra.

PANAGRA
WORLD'S FRIENDLIEST AIRLINE

Carrier Round-Up

During 1960, air freight made up 22.4% of the total revenue ton miles flown by **HAWAIIAN AIRLINES** in inter-island service. The carrier claims this was the highest percentage of freight ton miles to total revenue ton miles flown by any U.S. airline certificated to carry both passengers and freight.

Total air freight volume moved by Hawaiian in 1960 was 23,370,612 pounds, a 9.7% rise over 1959.

Official name of Seaboard & Western Airlines is now **SEABOARD WORLD AIRLINES.** Name change was adopted to better reflect the international character and scope of the carrier's operations.

EAST AFRICAN AIRWAYS, in 1960 flew 2896 tons of cargo, up 13.9% over 1959. Mail totaled 735 tons for a 22.1% increase.

A company record for the highest single-week volume of cargo was established across the North Atlantic by **PAN AMERICAN WORLD AIRWAYS** in April. Willis G. Lipscomb, vice president traffic and sales, said that Pan Am carried 646,525 pounds of freight and mail, "The first time a single carrier on this route has topped 300 tons of cargo on scheduled flights."

In toppling the record, PAA flew 14 all-cargo DC-7F flights and 51 scheduled passenger flights.

Impressive first quarter North Atlantic cargo gains registered by **LUFTHANSA GERMAN AIRLINES** show a 115% jump over the same period in 1960. A directional breakdown showed that eastbound cargo climbed 168% over the first quarter in 1960, westbound was up 62%. Total volume for both directions was 2,693,-102 pounds.

Cited as being largely accountable for the cargo gains was Lufthansa's expanded fleet of cargo aircraft and increased cargo capacity on the carrier's jet flights.

New district offices opened by **AIR FRANCE** are located in New Orleans and Charlotte, N.C. Donald K. Phillips is managing the New Orleans office which is located in the International Trade Mart Building. Heading up the Charlotte facility, which is located in the Cutter Building, is James Carey.

BRITISH OVERSEAS AIRWAYS CORP., in conjunction with **QANTAS AIRWAYS,** flew 278,760 kilos of livestock from the Far East to the U.S., the United Kingdom and Europe in the 12 months ending March 31, 1961.

Revenue cargo and express ton miles flown by **PACIFIC NORTHERN AIRLINES** in April totaled 412,434 for a 48.6% gain over the same month in 1960. Air mail and first class mail were up 37.4% to 159,508 ton miles.

UNITED AIR LINES is now serving Vancouver, B.C. Hartford/Springfield, and Kansas City with Boeing 720 jets. Cities are served on the following routes: Vancouver-Seattle/Tacoma-San Francisco; Chicago-Hartford/Springfield; and Denver-Kansas City-Washington/Baltimore.

Meanwhile UAL's summer schedules

CARGO SERVICE MAHARAJAH-STYLE

Now five flights a week to London, Europe and the East

Cargo-coddling jet service Wednesday thru Sunday, leaving New York at 9:30 P.M. Boeing 707 Jets direct to London, Paris, Frankfurt, Geneva, Prague, Rome, Cairo, Beirut, Bombay, Calcutta. From large oil-drilling equipment to small elephants, whatever your cargo, we'll handle it with the care, speed and precision worthy of a maharajah's treasure.

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call for the greatest flight frequency ever offered by the carrier between California and Honolulu. A total of 32 round trip DC-8 flights weekly are now being offered between the two points.

I.I.A. is the new **IRISH INTERNATIONAL AIRLINES** designator approved by the International Air Transport Association for immediate identification. The letters were chosen because "they are readily associated with the airline trade name and can be easily remembered by I.I.A. customers."

SOUTHERN AIRWAYS has begun service to four new points in Tennessee —Clarksville, Paris, Union City and Dyersburg.

PANAGRA recently established a company cargo record by carrying over 16,000 pounds of air freight on a single DC-8 jet flight from the U.S. to South America. Included in the load were packaged soups, cola syrup, clothing and personal effects, photographic equipment, drugs, transistor radios, television sets, ball bearings, industrial machinery, oil well drilling equipment, and peanuts from South Carolina.

Panagra is also offering "Airborne Kennels" for the movement of pets. Offered to pet owners at cost, the kennels, of lightweight plywood, are designed to provide maximum light and ventilation. They are available in two sizes, 22"x28"x36" and 18"x20"x27".

Panagra introduced the new kennels to: "assure pet owners of clean, germ-free housing which they keep; save them the aggravation of building or renting crates; and eliminate the difficulties which connecting airlines had of trying to keep track of rented cages."

The Canadair CL-44 has been cleared by the **PORT OF NEW YORK AUTHORITY** to operate out of Newark and New York International Airport. Clearance was granted following acceptance by the Port of the noise measurement data submitted by Canadair. The data revealed that the CL-44 was no noisier on take-off than conventional aircraft now in use.

During the peak summer period June 1 through September 30, **BRITISH OVERSEAS AIRWAYS CORP.** will be offering a record 585,000 pounds of cargo capacity a week on its transatlantic, transpacific, Bermuda, Caribbean and South America services.

WESTERN AIR LINES has begun Boeing 720 jet service between Mexico City, San Francisco and Seattle-Tacoma, via Los Angeles.

First swing tail CL-44 freighter has been turned over to **THE FLYING TIGER LINE.**

UNITED ARAB AIRWAYS has purchased three DC-6s from SAS. The aircraft will be placed on the Damascus-Cairo and Damascus-Kuwait runs.

PIEDMONT AIRLINES has begun service at Rocky Mount, Raleigh-Durham, Greensboro-High Point, Winston-Salem, Charlotte and Asheville, N.C., and Knoxville, Tenn.

TRANS WORLD AIRLINES has established a company monthly international cargo record by flying 2,612,000 ton miles in April, a 37% gain over the previous top month October, 1960 when 1,908,000 ton miles were carried.

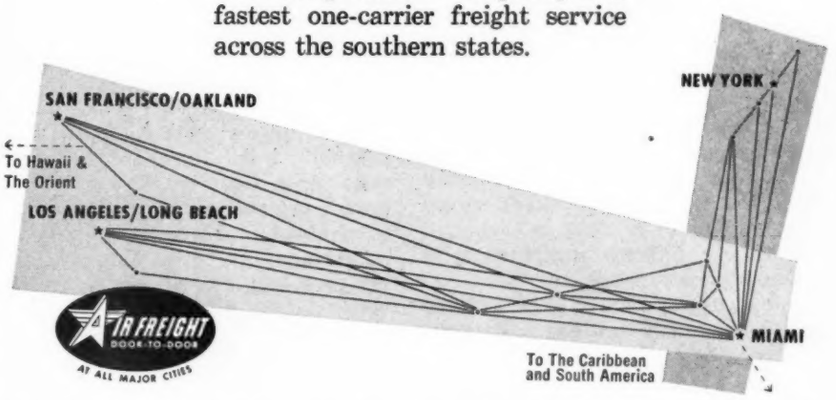
Domestically, TWA flew 4,349,000 ton miles of air freight, up 38% over April, 1960. Air express reached 708,000 ton miles for an 8% gain.

TRANS ATLANTICA ARGENTINA will extend L-1649A service from Geneva to Tel Aviv, marking the first one-plane service between South America and Israel.

SOUTH PACIFIC AIR LINES now serves the Honolulu-Tahiti route with two flights per week.

Coming Aug. 1! **SCHEDULED ALL-CARGO AIR FREIGHT** *between* **CALIFORNIA & FLORIDA** *on* **NATIONAL**

National's fleet of "Super-H" constellation freighters will soon provide the greatest lift capacity and fastest one-carrier freight service across the southern states.



Also, All-Cargo Freight service between **NEW YORK** and **FLORIDA.** Call your Freight Forwarder, Cargo Agent or nearest National office, and

SHIP NATIONAL

Yale & Towne Offer Formulas For Measuring Productivity

A *Management Guide to Productivity* has been developed by the Yale Materials Handling Division of the Yale & Towne Manufacturing Co. which permits management to expose unwarranted handling expense and to provide cost reductions through corrective materials handling measures.

The material in the book is the work of Yale & Towne engineers and Professor James R. Bright, Harvard Graduate School of Business Administration. It stems from analytical procedures developed and used by Professor Bright in the training of materials handling specialists at the Industrial Management Center at Lake Placid, New York.

Basically, the booklet provides seven efficiency cost ratios. These organize the cumulative knowledge of many years of materials handling experience into a simple, easily used package for the average manager or engineer. Breadth of the ratios is such that they touch virtually every industrial endeavor from handling raw materials, through processing, warehousing, transportation, receipt and storage at user's site.

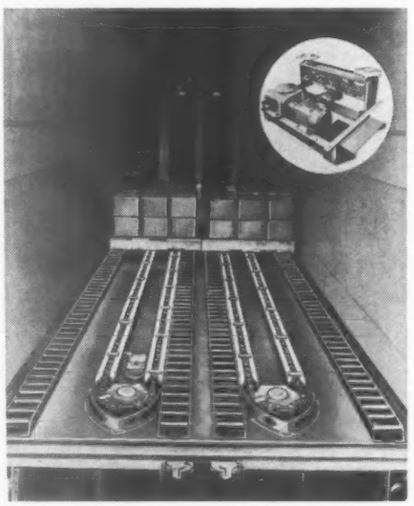
Each of the ratios established in the *Management Guide* is accompanied by a formula which permits the user to calculate his own plant's performance in an area of materials handling operation. Average and minimum acceptable standards are set for each ratio measure. Work sheets are provided for calculations where necessary.

The *Guide* also contains a simplified check list that permits a quick survey of operations in a plant to highlight, immediately, hitherto unexposed areas where savings can be achieved.

Among the specific subjects covered are: the materials handling labor ratio; the direct labor handling loss ratio, a movement/operations ratio; manufacturing cycle efficiency; storage space utilization efficiency; an equipment utilization determination; and an aisle space potential determination.

As an example of what is involved, the Materials Handling Labor Ratio measures the proportion of a company's labor force that has been assigned to materials handling activities. It helps to answer the question: How big is the materials handling operation in the company? It also helps to explore the question: How much effort should be planned to be put into the broad function of material movement and storage, as distinct from production?

Worksheets accompanying the booklet have been printed on heavy enamel paper to permit easy reproduction.



Pushing Conveyor Unloads Vehicles

A Power Pusher Conveyor for unloading trucks has been perfected by the Alvey-Ferguson, Co., Cincinnati, Ohio.

The pusher (not seen in the photo) is actually a bar across the back of the truck. It is activated by motor drive (inset), which pushes an entire palletized load onto a dock at a pre-determined rate. A conveyor on the dock, the same width and length as the conveyor on the floor of the truck completes the unloading process.

According to officials of the company, the entire unloading sequence can be performed in a fraction of the time it formerly took to unload by other methods.

New Snap-out Forms Simplify Correspondence

A manifold, reply message form designed to cut correspondence costs and time is being marketed by the Grayarc Company. A three part form with appropriate carbons give sender and replier identical copies of correspondence. The third part is retained by the sender as a reminder, for follow-up if necessary.

The message forms may be used for handwritten or typed communications. They come in two sizes, 8½" by 7" and 8½" by 11", and can be used in the standard No. 10 window envelope.

Grayarc, which also manufactures multi-part purchase orders, invoices, and bills of lading, says that the message forms, at $18.90 for 1000 sets cost less than the combination of letterheads, loose carbon paper, and second sheets—and does the job better. For larger quantities, prices for the message forms reduce.

More Lugs Improve Grip Of Disogrin Wheels

A new polyurethane lug press-on wheel which has twice as many lugs as any other press-on is being marketed by Disogrin Industries, a Division of the Pellon Corp.

The company says that the additional lugs provide better grip and increased traction for the new materials handling truck wheel which make it ideally suited for use on docks, ramps, and inclines.

Because it is made of Disogrin, the company's polyurethane elastomer, the wheel, trade named Disowheel, has many of the properties of rubber, but withstands wear better. Disowheel is also highly resistant to oils and chemicals which cause many other tire materials to deteriorate. Disowheel's re-

siliency resists abrasion and prevents the lugs from "chunking" out in a short time.

Available as cushion-type or solid-type tires, in standard press-on sizes, the Disowheels will fit any manufacturer's electric- or gas-propelled materials handling truck. The cushion-type tire provides a softer and easier ride which reduces driver fatigue and gives greater load stability.

Low Lift Pallet Trucks From Prime-Mover

A complete line of hydraulic low lift pallet trucks has been introduced by the Prime-Mover Co. of Muscatine, Iowa. The trucks are available in two capacities, 2500 pounds and 4500 pounds, and in two widths, 20½ inches and 27 inches.

Forks are available in three standard lengths, 36", 42", and 48". Wheels may be steel or rubber, or for special applications, polyurethane. Price: $359.99 for the 2500 pound model; $395.00 for the 4500 pound job.

Materials Handling Unit Stacks, Palletizes Freight

A Power-Curve Conveyor which permits one-man stacking or palletizing deep within a truck or boxcar has been developed by the Power-Curve Conveyor Company.

A series of spring belts operating over grooved rollers that are mounted in hinged frames form a flexible conveyor surface. The conveyor section discharges to a high speed belt that moves up and down under power and from side to side for stacking of packages by the system operator.

By eliminating hand carts or lift trucks, one man can do the loading formerly requiring a crew of several men. The company points out that the greatest efficiency is obtained when sufficient sections of the conveyor are used to take packages from the receiving point to the interior of the vehicle.

TECHNICAL LITERATURE

Van Container Standards To Control Sizes

American Standard Specifications for Freight Containers (Nominal Van Container Size), MH 5.1—1961, contains the latest results of the work of more than 75 national organizations and associations in the unitization field.

Approved by the American Standards Association, the new standard sets nominal lengths of 10, 20, 30, and 40-feet for van containers with a cross-section of 8 by 8 feet. This is the first in a series of American Standards in the containerization field.

The effort establishes a pattern for standards work in the field and is regarded as an essential step in establishing container dimensions.

One of the participating organizations, the U.S. Maritime Administration, said that all ships designed to carry containers for which construction differential subsidy or government insured mortgages are sought must be designed to accommodate standard sizes of containers as specified by the new standard.

Copies of American Standard MH 5.1—1961 are available from the American Standards Association, Dept. PR231, 10 East 40th Street, New York 16, or the American Society of Mechanical Engineers, 29 West 39th Street, New York 18, N.Y.

For further information on items mentioned in *New Products and Processes* or *Technical Literature* write: Readers' Service Dept., AIR CARGO, 1001 Vermont Ave., NW, Washington 5, D.C.

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Call your local air cargo sales agent, air-freight forwarder or nearest Seaboard World (formerly Seaboard & Western) airfreight office.

Florida Fashions

Continued from Page 18

However, if an empty bag is lost or destroyed, Florida Fashions suffers no great hurt. Albrecht buys the bags 25 to 30 thousand at a time.

The bags are used for the air freight part of the distribution. Routing instructions are sewed into the bag so that shipments can always be completely identified.

In the complete cycle, the Florida house needs about five days. This allows a day for the original order to reach Orlando, a day for processing, and two days for the air freight-postal service delivery. The fifth day is required for the more remote areas. In some cases, Florida Fashions is able to fill, deliver and exchange an order during the period from Monday through Friday.

For this kind of an operation, Albrecht buys agent, cartage, and air freight service in excess of $250,000 over the course of a year.

Florida Fashions is still growing. Recently, the firm added a line of inexpensive gift items and gadgets. Without the gifts and gadgets, Florida Fashions was processing a million orders a year.

Each night, the Florida mail order house puts 10 to 20 thousand pounds of air freight onto aircraft operating out of Orlando. Riddle Airlines, with cargo planes, established itself as an important link in the early days. Riddle is still an important link, but Albrecht points out to his customers that Florida Fashions also uses Continental, Delta, Eastern, United, Northwest and Riddle to provide the "fastest service anywhere."

Pakistan Lift

Continued from Page 22

Air Cargo has a very special significance in Pakistan. This important Asian nation is split into two segments, 1200 miles apart, with India in between. Relations with India have been somewhat strained since the establishment of Pakistan early in 1947 and no through trains are allowed to connect East and West Pakistan. Thus freight must either move by sea, involving a ten-day trip covering a distance of 3000 miles, or by air.

Pakistan International Airlines, the nation's flag carrier, is one of the most freight-conscious airlines in the world and the accompanying box shows how much cargo traffic PIA carries between the two segments of the country. Nonetheless, a recent study by Pakistan's University of the Panjab shows that the nation's air freight potential is so great that PIA has so far hardly scratched the surface.

Taking as a starting point the 5010 short tons of freight hauled by PIA between East and West Pakistan in 1959, the University of the Panjab study shows that this volume could be upped fourfold. There are many categories of cargo which are going by sea but which could economically travel by air. Among the most important items which could be air freighted eastbound are fruits and vegetables and spices. Westbound freight potential includes fruits and vegetables, cutlery and leather (hides and skins transported by sea tend to deteriorate and to develop white spots). Altogether the University of the Panjab study shows that there are 13,944 tons of cargo being moved annually by sea which could be economically transported by air.

In addition to this 13,944 tons, there are 3094 short tons of cargo being transported by parcel post between East and West Pakistan. This traffic could travel economically by air, the Panjab University study states.

There are many other commodities which would seem to be "naturals" for air transport between East and West Pakistan but which for various reasons, mainly the high cost involved, are going by sea.

Small quantities of tea, telephone equipment, and shoes do move between East and West Pakistan by air but most of these commodities are being shipped by sea. In the case of telephone equipment, the University of the Panjab study shows, in the early stages all equipment of this type sent to East Pakistan went by sea but breakages ran as high as 50% and in some cases even 75%. It was decided to send some consignments by air. At present, light equipment and urgently needed items are shipped by air while the remainder, in heavy packing, goes by sea. If freight rates were lower, all telephone shipments to East Pakistan would undoubtedly go by air.

There are a few commodities which are moved only by air between East and West Pakistan but generally the quantities involved are small. At the top of the list are eggs and chickens. The production of eggs is much higher in East Pakistan than in the Western segment of the country, and the price differential also favors the movement of eggs from East to West. The main difficulty, the University of the Panjab study states, is in packing.

The University of the Panjab study ends by asserting that "the case for establishing an air cargo service between East and West Pakistan is very strong; what remains is the working out of details as to the efficient exploitation of this air cargo potential."

ON THE DOCKET

JULY

1961 Chicago International Trade Fair, McCormick Place Exposition Center, Chicago, Ill., July 25-August 10.

SEPTEMBER

IATA, 18th Annual General Meeting, Dublin, Ireland, September 10.

National Defense Transportation Association, 1961 Transportation and Logistics Forum, Denver Hilton Hotel, Denver, Colo., September 17-20.

Short Course in Plant Layout, Material Handling, Warehousing and Shipping, University of California University Extension, Lake Arrowhead Conference Center, Lake Arrowhead, Calif., September 17-22.

Houston International Trade and Travel Fair, Houston, Tex., September 22-October 1.

OCTOBER

Produce Packaging Exposition, St. Louis, Mo., October 1-4.

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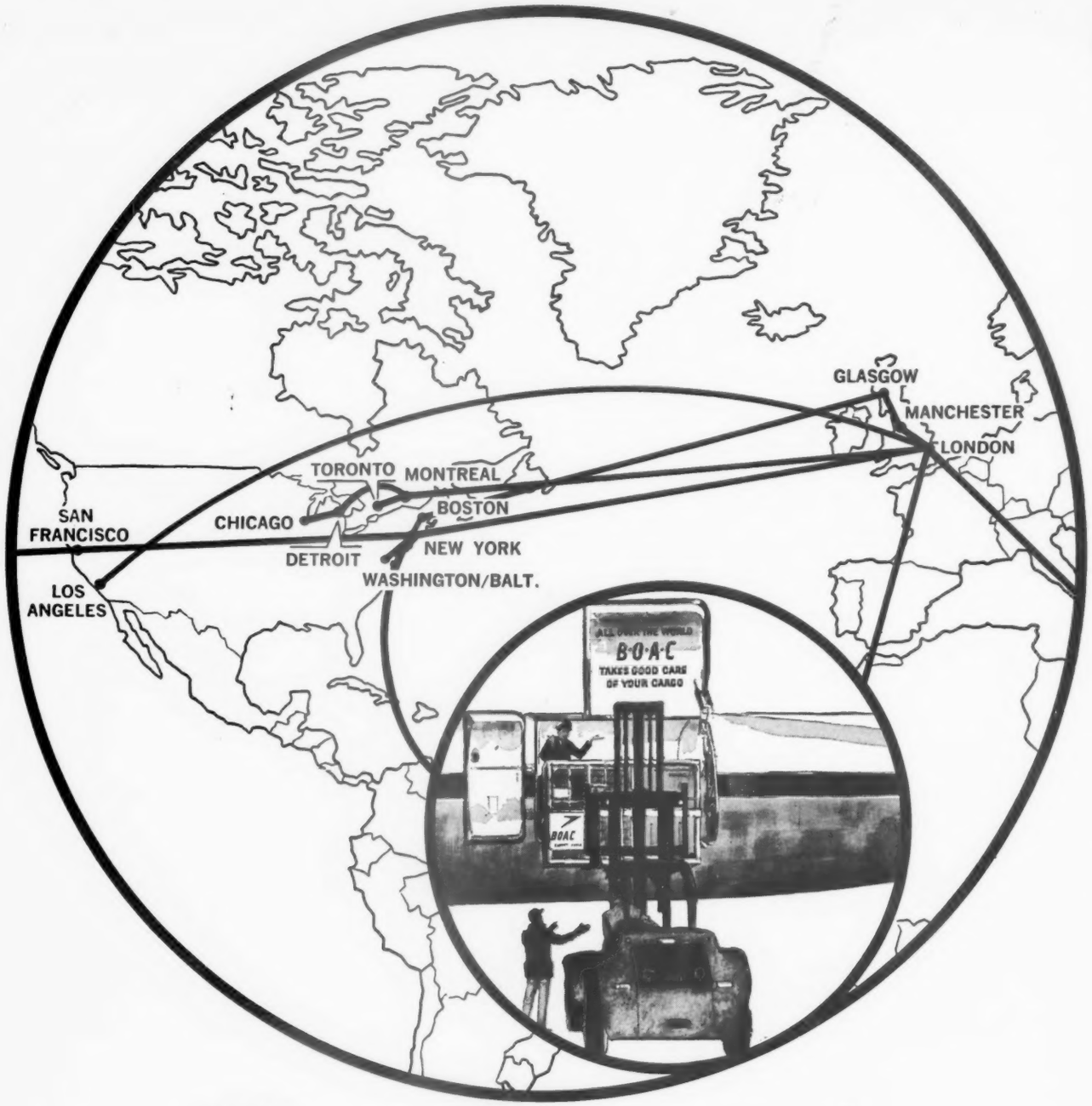
Now you can plan on sending all your air cargo—up to 5,000,000 extra lbs. in the remaining months of 1961 (that's 125,000 lbs. more per week)—on Air France's new cargo combination across the Atlantic. This extra cargo capacity comes from new ALL-CARGO flights which recently joined Air France's Jet Cargo Service to give you the best cargo combination ever between North America and Europe, Africa, the Middle and Far East. Find out how this new cargo service can cut shipping costs and speed your consignments overseas by calling your cargo agent, your freight forwarder or your nearest Air France office (OLympia 6-5800 in New York City). And remember—Air France flies cargo to more cities in more countries than any other airline.

AIR FRANCE CARGO

WORLD-WIDE CARGO SERVICE / WORLD'S LARGEST AIRLINE



150 cargo flights per week to and from Europe

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